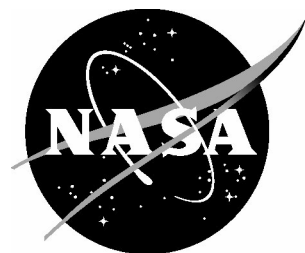


NASA/TM-2003-212429/VOL2



# Compendium of NASA Data Base for the Global Tropospheric Experiment's Transport and Chemical Evolution Over the Pacific (TRACE-P)

*Volume 2: P-3B*

*Mary M. Kleb and A. Donald Scott, Jr.  
Langley Research Center, Hampton, Virginia*

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October 2003



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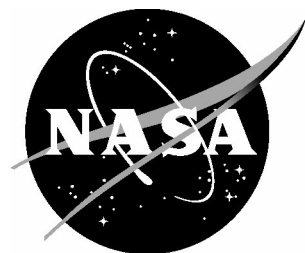
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COMPENDIUM OF NASA DATA BASE FOR THE  
GLOBAL TROPOSPHERIC EXPERIMENT'S  
TRANSPORT AND CHEMICAL EVOLUTION OVER THE PACIFIC  
(TRACE-P), VOLUME 2: P-3B

By Mary M. Kleb and A. Donald Scott, Jr.  
Langley Research Center

SUMMARY

This report provides a compendium of NASA aircraft data that are available from NASA's Global Tropospheric Experiment's (GTE) Transport and Chemical Evolution over the Pacific (TRACE-P) Mission conducted from late February through early April 2001 in the western Pacific. The broad goal of TRACE-P was to characterize the transit and evolution of the Asian outflow over the western Pacific. It provided the scientific community an opportunity to investigate the impact of the rapid industrialization in Asia and compare the current conditions with those observed during the Pacific Exploratory Missions in the western Pacific (PEM-West missions), A in 1991 and B in 1994. Conducted from February 24 through April 10, 2001, TRACE-P integrated airborne, satellite- and ground-based observations, as well as forecasts from aerosol and chemistry models. PEM-West A (fall 1991) and PEM-West B (early spring 1994) examined the impact of natural and human activities on the chemistry of the troposphere over the northwestern Pacific from 10°N to 50°N. TRACE-P was conducted in early spring when there was strong continental outflow, as was the case with PEM-West B. The two main operational bases were Hong Kong and Yokota Air Force Base in Fussa, Japan. Additional operational sites included Okinawa; Kona, Hawaii; and Guam. The transit sites were Palmdale, California; Wake Island; and Midway Island.

TRACE-P was conducted as part of the National Aeronautics and Space Administration's (NASA) Global Tropospheric Experiment (GTE). The GTE has been an ongoing

element of the Tropospheric Chemistry Program, a Research and Analysis (R&A) program within the Science Division of NASA's Office for Earth Science Enterprise. The major thrust of GTE has been to utilize NASA's DC-8 and P-3B aircraft to carry multi-instrument payloads into regions of the global troposphere where natural and/or human impacts are believed to be particularly significant in effecting chemical composition changes and/or where the troposphere is still relatively unaffected. This was the case with TRACE-P as well, however in addition, data from satellites, ground-based stations, and chemistry and aerosol models were integrated and comprised an important aspect of the mission in the planning, execution and analysis of results.

The format of this compendium utilizes data plots (time series and altitude profiles) of selected data acquired aboard the NASA/Dryden DC-8 (vol. 1) and NASA/Wallops P-3B (vol. 2) aircraft during TRACE-P. The purpose of this document is to provide a representation of aircraft data that are available in archived format via NASA Langley's Atmospheric Sciences Data Center (ASDC) and through the GTE Project Office archive. The data format is not intended to support original research/analyses, but to assist the reader in identifying data that are of interest. This compendium is for only the NASA aircraft data. The ASDC archived databases includes numerous supporting data including meteorological observations/products, results from surface studies, satellite observations, and data from ozonesonde and FTIR stations.

## INTRODUCTION

The goal of the NASA Tropospheric Chemistry Program is to develop an understanding of the chemical cycles that control the composition of the troposphere and to assess the susceptibility of the global atmosphere to chemical change. A major component of the NASA program has been the **Global Tropospheric Experiment (GTE)**. GTE has consisted of a series of field experiments designed to (1) evaluate the capability of instrument techniques to measure, under field conditions, the minute concentrations of key chemical species in the troposphere; and (2) systematically address tropospheric chemistry issues relevant to global change, through airborne sampling expeditions, coupled with modeling and laboratory studies. GTE has been primarily an aircraft-based program supplemented by ground-based measurements. Satellite data also played important roles (however TRACE-P was a more integrative mission). Space Shuttle observations of tropospheric carbon monoxide distributions have been used to plan and direct the course of expeditions, for example, over tropical rain forests and for continental outflow into the tropical Atlantic Ocean. LANDSAT land-surface images have facilitated the extrapolation of regional Arctic-tundra measurements into global-scale conclusions. **Total Ozone Measurements from Satellites (TOMS)** has helped place GTE observed ozone distributions/budgets into a global perspective (temporal and spatial) and has been used to guide intensive aircraft studies over the tropical Atlantic Ocean. Weather data returned by environmental satellites have guided flight planning for research flights. During TRACE-P chemical and aerosol models participated in flight planning and execution. The **Atmospheric Sciences Data Center (ASDC)** data include many of the satellite, surface, and meteorological products used to support GTE missions or analyses.

The GTE airborne expeditions have focused on studies of the remote global atmosphere in order to provide well-documented baseline measurements of the unperturbed environment and to fully understand the chemical cycles underlying the natural environment. Table 1 and Figure 1 summarize GTE missions conducted through 2001. The GTE expeditions have been conducted in a diverse range of environments and with

different scientific goals. The **C**hemical **I**nstrument **T**est and **E**valuation (CITE) series was designed to study the ability to measure key tropospheric gaseous species by exposing selected instrumentation to a wide range of measurement conditions. The **A**tmospheric **B**oundary **L**ayer **E**xperiments (ABLE) were designed to study the emission, chemical processes, and dynamics of the boundary layer, and have been conducted over ecosystems known to have significant influence on the global troposphere. The importance of long-range transport of natural and anthropogenic emissions on the global troposphere has been investigated in the **P**acific **E**xploratory **M**issions (PEM) and the **T**ransport and **A**tmospheric **C**hemistry near the **E**quator – **A**tlantic (TRACE-A). The Pacific Exploratory Missions in the Western Pacific Ocean (PEM-West) Phases A and B focused on the impact of emissions from the Asian continent over the northwest Pacific Ocean during contrasting meteorological conditions. The Pacific Exploratory Missions over the Tropical Pacific (PEM-Tropics) Phases A and B studied the oxidizing power of the atmosphere and sulfur chemistry over the Pacific basin also during contrasting seasons. The **T**ransport and **C**hemical **E**volution over the **P**acific (TRACE-P) mission focused on the composition and evolution of Asian outflow.

The GTE, managed as part of the Tropospheric Chemistry Program in the Mission to Planet Earth Office, NASA Headquarters, was initiated in the early 1980s. Implementation of the GTE Project is via a Project Office at the NASA Langley Research Center, Atmospheric Sciences Competency.

## SYMBOLS AND UNITS

ABLE	Atmospheric and Boundary Layer Experiment
ASDC	Atmospheric Sciences Data Center
CITE	Chemical Instrument Test and Evaluation
FTIR	Fourier Transform Infrared Spectrometer
GTE	Global Tropospheric Experiment
ITCZ	Inter-Tropical Convergence Zone

LaRC	Langley Research Center
NASA	National Aeronautics and Space Administration
PEM	Pacific Exploratory Mission
ppbv	parts per billion, by volume
ppmv	parts per million, by volume
pptv	parts per trillion, by volume
SPCZ	South Pacific Convergence Zone
TOMS	Total Ozone Measurements from Satellites
TRACE-A	Transport and Atmospheric Chemistry near the Equator – Atlantic
TRACE-P	<input type="checkbox"/> <input type="checkbox"/> Transport and Chemical Evolution over the Pacific

## PROGRAM AND DATA DESCRIPTION

The National Aeronautics and Space Administration's TRACE-P mission, conducted from late February through early April 2001, was a major component of the Global Tropospheric Experiment, a project within the Earth Sciences Enterprise program. The long-range goal of the GTE has been to contribute substantially to scientific understanding of human impacts on the chemistry of the global troposphere. Changes in chemical composition of the troposphere on a global scale have been well documented during these last two decades. This has given rise to considerable concern that these chemical changes in the troposphere, which are expected to increase as population increases and economic activity expands, will lead to changes in the earth's climate. The TRACE-P campaign had two main objectives, (1) to determine the chemical composition of the Asian outflow over the western Pacific in spring in order to understand and quantify the export of chemically and radiatively important gases and aerosols, and their precursors, from the Asian continent, and (2) to determine the chemical evolution of the Asian outflow over the western Pacific in the spring and to understand the ensemble of processes that control this evolution. Within this framework, 5 specific tasks were identified: (1) to identify and quantify the contributions to Asian outflow from industrial



sources in Asia, Europe, and North America, as well as from biomass burning sources in Southeast Asia and northern Africa, (2) to demonstrate the potential for synergistic integration of aircraft and satellite observations, together with three-dimensional models, to quantify the chemical outflow from a major continental source, (3) to determine the importance of natural processes (lightning, stratospheric downwelling) contributing to the Asian outflow, (4) to understand the long-range transport and chemical aging of Asian pollution over the North Pacific, and to assess the implications for global influence and for intercontinental transport of pollutants, and (5) to determine the role of heterogeneous chemistry in controlling the chemical evolution of the Asian outflow over the Pacific.

The broad design of the TRACE-P campaign employed a series of flights utilizing the NASA Dryden DC-8 and NASA Wallops P-3B aircraft from two main operational sites in the western Pacific (Hong Kong and Yokota Air Force Base in Fussa, Japan). Additional operational and/or transit sites for the DC-8 included Kona, Hawaii; Guam; and Kadena Air Force Base, Okinawa. The P-3B's additional operational/transit sites were Kona, Hawaii; Wake Island; Guam; Kadena Air Force Base, Okinawa; and Midway Island. Geographic coverage of flights originating from the intensive bases ranged from 110E to 150E in longitude approximately 10N to 45N in latitude. Tables 2a and 2b summarize the DC-8 and P-3B flights, respectively as well as briefly describe the science objectives of each flight. Figure 2a shows the TRACE-P transit flights for both aircraft while Figure 2b shows the intensive flights during the mission. Flights 1 through 3 for the DC-8 and P-3B, all test flights, are not included in Figure 2a or 2b.

The overall objective in using two aircraft was to maximize geographical coverage of Asian outflow. The DC-8 had a higher ceiling, greater payload capacity, and longer range than the P-3B. Instrumentation on the DC-8 measured ozone, and aerosol structure above and below flight altitude, ozone photochemical precursors, and air mass characterization. The P-3B however, could fly for longer periods of time at low altitude (below 3km) than the DC-8 so it focused more on hydroxyl radicals, aerosol microphysics, sulfur chemistry, and eddy flux measurements. Table 3 summarizes the

measurement characteristics for the parameters measured aboard both aircraft. Figures 3a and 3b show the mission payloads for the DC-8 and P-3B, respectively. Additional measured quantities (e.g., Project measurements) and some calculated quantities (liquid water content) not listed in Table 3 are available from the ASDC and GTE archives.

The TRACE-P data available on the Langley ASDC and GTE archive include (1) data taken aboard the DC-8 aircraft; (2) data taken aboard the P-3B aircraft; (3) ozonesonde data; (4) FTIR data; (5) merged data; (6) satellite data products; and (7) meteorological data products. The ozonesonde data include releases from the following locations: Trinidad Head, CA (40.8N, 124.2W); Hilo, HI (19.4N, 155.0W); Sapporo (43.1N, 141.3E), Tsukuba (Tatenos) (36.1N, 140.1E), Naha (26.2N, 127.7E), and Kagoshima (31.6N, 130.6E), Japan; Hong Kong (22.3N, 114.2E); Taipei, Taiwan (25.0N, 121.4E); and Cheju Island, Korea (33.5N, 126.5E). FTIR measurements were made at Moshiri (44.4N, 142.3E) and Rikubetsu (43.5N, 143.8E) Observatories and Tsukuba (36.1N, 140.1E), Japan.

The data plots for TRACE-P are given in Appendix A. For each DC-8 flight, 19 pages of time series plots followed by altitude profiles of dewpoint, temperature, ozone, and carbon monoxide are provided. The order of the species in the time series plots is given in Table 4. Table 5 lists the parameters plotted and their chemical formulas. The species were selected to provide the reader with information on both the source characteristics and photochemical history of air. There are no plots prior to flight 4 for the DC-8 or the P-3B, as these were test flights and data archival was not required. Data plots are in standardized format as discussed in Appendix A.

## CONCLUDING REMARKS

This compendium of data from NASA's Global Tropospheric Transport and Chemical Evolution over the Pacific (TRACE-P) provides only a graphical representation of aircraft data that are available in archived format from NASA Langley's Atmospheric Sciences Data Center (ASDC) and from the GTE Project Office archive. The plots are not intended to support original research/analysis, but serve as an overview of the TRACE-P aircraft data and provide some assistance to the reader in identifying data that are of interest and which may be obtained from Langley's ASDC archive or GTE's Project Office archive. This compendium volume covers only selected NASA P-3B aircraft data. The DC-8 aircraft data is contained in volume 1 of the compendium. The GTE archived database includes other data measured on board the aircraft as well as numerous supporting data including meteorological observations/products, photochemical modeling products, surface station observations, satellite observations, and ozonesonde and FTIR measurements. GTE-sponsored analyses/results from the TRACE-P expedition have been accepted for publication to a Special Issue of the *Journal of Geophysical Research – Atmospheres* and will be published in two parts, October 27, 2003 and November 16, 2003.

Questions or information regarding the Langley ASDC archive should be directed to Langley ASDC User and Data Services, Mail Stop 157D, NASA Langley Research Center, Hampton, Virginia, 23681-2199. A brief description of the ASDC, log on procedures, and databases is given in Appendix B.

Table 1. GTE Field Expeditions Through 2001

<b>Expedition</b>	<b>Date</b>	<b>General Geographic Region</b>	<b>Time of Year</b>
CITE-1	1983	Hawaii	November
CITE-1	1984	Eastern North Pacific – off the California coast	April
ABLE-1	1984	Barbados, French Guyana	June
ABLE-2A	1985	Amazon Basin	August
CITE-2	1986	Western USA	August
ABLE-2B	1987	Amazon Basin	May
ABLE-3A	1988	Alaska – Barrow, Bethel, Cold Bay	July/August
CITE-3	1989	Western North Atlantic – Virginia coast and Western South Atlantic – Brazil coast	August/September
ABLE-3B	1990	Canada – Hudson Bay, Schefferville	July/August
PEM-West A	1991	Western Pacific Rim	October
TRACE-A	1992	Brazil, South Atlantic, Southwest Africa	September
PEM-West B	1994	Western Pacific Rim	February/March
PEM-Tropics A	1996	South Pacific Basin	August/September
PEM-Tropics B	1999	South Pacific Basin	March/April
TRACE-P	2001	Western Pacific	February-April

Table 2(a). Summary of DC-8 Aircraft Flights For TRACE-P Mission

Flight Number	Start Date, GMT	Julian Day, GMT	Start Time, GMT	Stop Time, GMT	Lat. Min, degree	Lat. Max, degree	Lon. Min, degree	Lon. Max, degree	Flight Location and Description
1D*	2/14/01	45	18:20:10	22:16:16	26.7700	35.2800	-121.6717	-117.8633	DFRC Test Flight 1
2D*	2/16/01	47	18:10:00	22:25:36	27.0217	35.2817	-124.5117	-117.3283	DFRC Test Flight 2
3D*	2/21/01	52	23:02:50	04:13:34	25.0483	35.2983	-124.1117	-116.9850	DFRC Test Flight 3
4D	2/26/01	57	17:36:52	01:50:43	19.5133	40.3950	-156.7900	-117.8183	DFRC to Kona, Hawaii – Aged Asian Pollution and MOPITT mid-latitude validation
5D	2/27/01	58	20:02:16	04:53:06	13.5633	19.7533	-156.0417	144.8650	Kona, Hawaii to Guam – Asian Pollution Subsidence and MOPITT tropical validation
6D	3/03/01	62	23:52:36	08:48:43	13.5717	27.7600	-113.9117	145.0450	Guam to Hong Kong – Asian Outflow: Frontal, Convective, S. China Sea
7D	3/07/01	66	01:10:04	10:52:39	20.0067	30.5367	113.7817	140.2000	Hong Kong Local 1 – China Outflow and Frontal Crossing
8D	3/09/01	68	01:01:17	10:21:26	20.0000	26.3600	113.8983	149.9233	Hong Kong Local 2 (to Okinawa) – Chemical Evolution of Frontal Outflow
9D	3/10/01	69	01:49:18	09:08:21	19.9983	37.2033	113.7267	129.0150	Hong Kong Local 3 (from Okinawa) – China Outflow to Yellow Sea
10D	3/13/01	72	02:15:28	10:25:14	18.4183	25.9467	113.7633	135.8950	Hong Kong Local 4 – Aged Asian Outflow
11D	3/17/01	76	00:55:07	08:36:20	19.2150	30.1983	113.8983	138.9167	Hong Kong to Kadena AFB, Okinawa – MOPITT Validation and China Outflow
12D	3/18/01	77	00:50:58	08:17:47	22.5050	35.7533	117.6833	139.4567	Kadena AFB, Okinawa to Yokota AFB, Japan – Formosa Strait and China Outflow
13D	3/20/01	79	22:54:37	08:22:26	21.8100	35.9683	124.5133	139.5167	Yokota Local 1 – Frontal Lifting and Dust Outflow
14D	3/23/01	82	23:21:34	08:19:19	21.2900	35.9750	134.8083	150.1850	Yokota Local 2 – Convective Outflow
15D	3/26/01	85	23:36:04	08:55:26	23.4850	37.3050	124.3550	139.5233	Yokota Local 3 – Convective Outflow and Stratospheric Influence
16D	3/29/01	88	18:15:05	03:37:24	27.7517	35.8817	124.1433	139.4367	Yokota Local 4 – Sunrise Photochemistry of Asian Outflow
17D	3/31/01	90	00:12:09	07:37:10	34.2367	45.5350	131.6683	149.8783	Yokota Local 5 – Warm Conveyor Belt and Cyclonic Recirculation
18D	4/03/01	93	22:38:47	07:46:36	19.5350	36.1567	-156.0150	139.3250	Yokota AFB, Japan to Kona, Hawaii – High Altitude Asian Outflow and Sunset MBL Chemistry
19D	4/06/01	96	17:56:26	04:12:33	18.8617	37.1850	-156.1333	136.0100	Kona, Hawaii Local 1 – Subsidence over E. Pacific and MOPITT Transect
20D	4/09/01	99	17:14:56	00:03:13	19.7233	35.1717	-156.0467	-117.5067	Kona, Hawaii to DFRC – A/C Intercomparison, Stratus Chemistry and Jet Stream Transport

\* optional data archival; required for other flights

Table 2(b). Summary of P-3B Aircraft Flights For TRACE-P Mission

Flight Number	Start Date, GMT	Julian Day, GMT	Start Time, GMT	Stop Time, GMT	Lat. Min, degree	Lat. Max, degree	Lon. Min, degree	Lon. Max, degree	Flight Location and Description
1P*	2/09/01	40	16:34:50	19:35:46	34.8738	37.9827	- 75.8625	72.8816	WFF Test Flight 1
2P*	2/13/01	44	20:29:36	22:59:46	34.7859	37.9724	- 75.8612	73.2178	WFF Test Flight 2
3P*	2/17/01	48	19:52:25	00:37:38	37.1159	38.5590	- 75.6416	73.0761	WFF Test Flight 3
4P	2/24/01	55	14:36:15	22:15:18	33.5966	37.6096	-118.0862	- 75.9491	WFF to Palmdale, California – Stratospheric Intrusion
5P	2/26/01	57	17:34:21	00:51:59	19.7055	34.6774	-156.0717	-118.0731	Palmdale, California to Kona, Hawaii – Aged Asian Pollution
6P	2/27/01	58	19:52:12	02:41:40	19.2236	21.2348	-156.1263	166.5762	Kona, Hawaii to Wake Island – Asian Pollution Subsidence
7P	3/01/01	60	21:56:23	04:19:33	9.9016	19.2866	144.8860	166.7067	Wake Island to Guam – Tropical/Subtropical Gradient
8P	3/04/01	63	00:34:00	08:25:00	13.5731	22.4097	113.9184	145.0026	Guam to Hong Kong – A/C Intercomparison; Asian Outflow to S. China Sea
9P	3/07/01	66	02:17:02	10:07:56	20.0490	28.5091	113.7464	124.2517	Hong Kong Local 1 – Post-Frontal Asian Outflow
10P	3/09/01	68	01:07:16	08:39:50	19.9987	22.3419	113.7484	131.2688	Hong Kong Local 2 – Aged Post-Frontal Outflow
11P	3/10/01	69	00:55:45	09:00:53	6.8956	22.3185	111.9539	116.4651	Hong Kong Local 3 – S. China Sea Quiescent Period
12P	3/13/01	72	00:53:42	09:05:30	17.0386	27.6039	113.7251	124.9838	Hong Kong Local 4 – Stratospheric Intrusion; Biomass Burning Outflow
13P	3/17/01	76	00:58:41	09:07:37	20.0514	37.2261	113.8976	127.9529	Hong Kong to Kadena AFB, Okinawa – Low Level Outflow to Yellow Sea
14P	3/18/01	77	01:58:04	09:17:05	26.3539	37.0393	124.3366	139.4325	Kadena AFB, Okinawa to Yokota AFB, Japan – Surface Outflow to Yellow Sea; Volcanic Plume
15P	3/21/01	80	00:21:00	07:56:40	32.9998	40.9278	139.3278	155.0006	Yokota Local 1 – Frontal Boundary Profile
16P	3/23/01	82	23:06:58	07:23:48	30.9409	39.9699	132.9872	140.0680	Yokota Local 2 – A/ C Intercomparison; Japan North-South
17P	3/27/01	86	00:27:51	08:41:41	32.1353	35.9329	139.3172	146.4258	Yokota Local 3 – Air-Sea Exchange; Volcanic Plume; TERRA Underpass
18P	3/30/01	89	23:13:30	06:25:35	28.9584	37.9434	127.9982	139.6035	Yokota Local 4 – ACE Asia; Asian Outflow to Sea of Japan; TERRA Underpass
19P	4/02/01	92	00:23:07	08:31:21	35.6250	40.9494	131.7143	139.3511	Yokota Local 5 – ACE Asia; Moist Conveyor Belt; TERRA Underpass
20P	4/03/01	93	23:23:05	07:12:34	28.1442	36.1534	-177.3796	139.3075	Yokota AFB, Japan to Midway Island – High Altitude Asian Outflow
21P	4/06/01	96	06:53:24	14:21:21	20.0282	28.2473	-177.2093	164.9640	Midway Island Local 1 – Aged Asian Pollution; Stratospheric Influence
22P	4/07/01	97	16:18:40	23:06:02	16.0089	28.2231	-177.5010	-155.5967	Midway Island to Kona, Hawaii – Sunrise Photochemistry; Stratospheric Influence
23P	4/09/01	99	16:57:44	01:03:30	19.7240	34.9655	-156.0468	-117.7267	Kona, Hawaii to NASA- DFRC – A/C Intercomparison
24P	4/10/01	100	15:33:28	22:05:41	30.4674	37.9393	-118.0146	- 75.4597	DFRC to WFF – Transport of Clean Tropical Air

\* optional data archival; required for other flights

Table 3. TRACE-P Aircraft Measurement Characteristics

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
B. Anderson <sup>(1)</sup>	X		Aerosol absorption at 565nm	PSAP	30 to 180 s	20%	20%	$5 \times 10^{-7} \text{ m}^{-1}$
	X		Single scatter albedo	Nephelometer	30 to 180 s	NA	NA	NA
	X		Equivalent BC mass	PSAP	30 to 180 s	30%	20%	$0.1 \mu\text{g m}^{-3}$
	X		CN>4nm Unheated CN>14nm Heated CN>14nm	Condensation nuclei counter	1 s	10%	10%	$1 \text{ cm}^{-3}$
	X		Ratio Heated/Unheated	Condensation nuclei counter	1 s	20%	20%	NA
	X		Scatter at 450nm Scatter at 550nm Scatter at 700nm	Nephelometer	1 s	10%	10%	$1 \times 10^{-7} \text{ m}^{-1}$
	X		Angstrom exponent: 450-550nm 450-700nm 550-700nm	Nephelometer	1 s	NA	NA	NA
	X		Number: .1-.75, .75-2, 2-5, 5-20, 20-50, 50-1550	PCASP aerosol probe, FSSP-300, Cloud, aerosol, and precipitation spectrometer (CAPS)	1 s	20%	20%	$0 \text{ cm}^{-3}$
	X		Surface: .1-.75, .75-2, 2-5, 5-20, 20-50, 50-1550 Volume dry: .1-.75, .75-2, 2-5, 5-20, 20-50, 50-1550	PCASP aerosol probe, FSSP-300, CAPS	1 s	50%	50%	$0 \mu\text{m}^{-2} \text{ m}^{-3}$
E. Apel <sup>(2)</sup>	X		CH <sub>3</sub> CHO	GC/MS	10-60 s	±4%	±7%	40 pptv
	X		Methanol	GC/MS	10-60 s	±3%	±7%	50 pptv
	X		Acetone	GC/MS	10-60 s	±3%	±2%	50 pptv
	X		Ethanol	GC/MS	10-60 s	±3%	±19%	5 pptv
	X		Butanal	GC/MS	10-60 s	±3%	±5%	5 pptv
	X		Methyl ethyl ketone	GC/MS	10-60 s	±3%	±3%	5 pptv
	X		Propanal	GC/MS	10-60 s	±3%	±6%	15 pptv

Table 3. Continued

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
E. Browell <sup>(1)</sup>	X		Aerosol wavelength dependence profiles (1064nm/587nm)	Derived from IR and VIS lidar backscatter data	Horizontal: 1 min; Vertical: 30 m <sup>(a)</sup>			
	X		IR aerosol scattering ratio profiles (1064nm)	Normalized IR lidar backscattering	Horizontal: 1 min; Vertical: 30 m <sup>(a)</sup>	10% or $\pm 0.05^{(b)}$	0.05	0.01
	X		Ozone profiles	UV DIAL	Horizontal: 5 min; Vertical: 300m <sup>(c)</sup>	10% or $\pm 2$ ppbv <sup>(b)</sup>	5% or 1 ppbv	NA
	X		Trop. heights and ozone columns	Derived from UV DIAL ozone data	5 min <sup>(d)</sup>	Derived	Derived	NA
	X		Visible aerosol scattering ratio profiles (587 nm)	Normalized VIS lidar backscattering	Horizontal: 1 min; Vertical: 30 m <sup>(a)</sup>	10% or $\pm 0.03^{(b)}$	0.03	.01
	X		Visible aerosol depolarization profiles	VIS lidar backscatter depolarization	Horizontal: 1 min; Vertical: 150 m <sup>(a)</sup>	10% relative or $\pm 0.2\%$ absolute <sup>(b)</sup>	0.2%	NA
W. Brune <sup>(3)</sup>	X		OH	LIF	20 s	$\pm 40\%$ at 2 sigma	1 km 10 ppq, > 5 km 4 ppq	10 ppq
	X		HO <sub>2</sub>	LIF	20 s	$\pm 40\%$ at 2 sigma	1 km 100 ppq, > 5 km 40 ppq	100 ppq
A. Fried <sup>(2)</sup>	X		CH <sub>2</sub> O	Tunable diode laser absorption spectrometer	60 s	12 to 15% <sup>(e)</sup>	66 pptv	66 pptv <sup>(f)</sup>
B. Heikes <sup>(4)</sup>	X		H <sub>2</sub> O <sub>2</sub>	HPLC	30 s	$\pm 15$ ppt or $\pm 0.15$ x value	$\pm 15$ ppt or $\pm 0.15$ x value	15 pptv
	X		CH <sub>3</sub> OOH	HPLC	30 s	$\pm 25$ ppt or $\pm 0.25$ x value	$\pm 25$ ppt or $\pm 0.25$ x value	25 pptv
	X		CH <sub>2</sub> O	Flow Injection Analysis (FIA)	60 s	$\pm 50$ ppt $\pm 0.15$ x value	$\pm 50$ ppt $\pm 0.15$ x value	50 pptv
G. Sachse <sup>(1)</sup>	X		N <sub>2</sub> O	DACOM IR Laser Spectrometer	5 s	1%	0.15% (1 $\sigma$ )	NA <sup>(g)</sup>
	X		H <sub>2</sub> O	D LH NIR Laser Spectrometer	50 ms	1 ppmv or 10% conc. <sup>(b)</sup>	0.1 ppmv or 1% conc. <sup>(b)</sup> (1 $\sigma$ )	NA <sup>(g)</sup>



Table 3. Continued

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
S. Sandholm <sup>(5)</sup>	X		NO	TP-LIF	60 s	±20%	>10%	2 pptv
	X		NO <sub>2</sub>	TP-LIF	60 s	±40%	>20%	5 pptv or 10% <sup>(h)</sup>
H. Singh <sup>(6)</sup>	X		PAN	GC	120 s	±20%	±10%	1 pptv
	X		Acetone	GC	180 s	±20%	±10%	5 pptv
	X		Acetaldehyde	GC	180 s	±25%	±10%	10 pptv
	X		Propionaldehyde	GC	180 s	±25%	±15%	10 pptv
	X		Methyl Ethyl Ketone	GC	180 s	±20%	±10%	10 pptv
	X		Methanol	GC	180 s	±25%	±15%	15 pptv
	X		Ethanol	GC	180 s	±25%	±20%	20 pptv
	X		Acetonitrile	GC	180 s	±25%	±15%	30 pptv
	X		HCN	GC	180 s	±25%	±15%	30 pptv
	X		PPN	GC	120 s	±30%	±20%	1 pptv
	X		Methyl nitrate	GC	120 s	±15%	±10%	1 pptv
	X		i-propyl + ethyl nitrate	GC	120 s	±15%	±10%	1 pptv
B. Talbot <sup>(7)</sup>	X		Chloride	Filter collection	2.7-42.5 min	20%	15% + 23 pptv	25 pptv
	X		Nitrate	Filter collection	2.7-42.5 min	20%	15% + 2.5 pptv	3 pptv
	X		Sulfate	Filter collection	2.7-42.5 min	20%	15% + 2.1 pptv	3 pptv
	X		Oxalate	Filter collection	2.7-42.5 min	20%	15% + 4.4 pptv	5 pptv
	X		Sodium	Filter collection	2.7-42.5 min	20%	15% + 18.4 pptv	20 pptv
	X		Ammonium	Filter collection	2.7-42.5 min	20%	15% + 5.7 pptv	6 pptv
	X		Potassium	Filter collection	2.7-42.5 min	20%	15% + 8.6 pptv	9 pptv
	X		Magnesium	Filter collection	2.7-42.5 min	20%	15% + 3.8 pptv	4 pptv
	X		Calcium	Filter collection	2.7-42.5 min	20%	15% + 3.2 pptv	4 pptv
	X		Beryllium-7	Filter collection	2.7-42.5 min	10%	50%/25%/15% <sup>(i)</sup>	30 fCi scm <sup>-1(i)</sup>
	X		HNO <sub>3</sub>	Mist Chamber-Ion Chromatography	130-140 s	15%	15%	3 pptv
	X		SO <sub>2</sub>	Mist Chamber-Ion Chromatography	130-140 s	20%	20%	3 pptv
	X		Fine aerosol NSS	Mist Chamber-Ion Chromatography	130-140 s	20%	20%	4 pptv
	X		SO <sub>4</sub>	Mist Chamber-Ion Chromatography	130-140 s	20%	20%	4 pptv

Table 3. Continued

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
E. Atlas <sup>(2)</sup>	X	X	CH <sub>3</sub> ONO <sub>2</sub> n-C <sub>3</sub> H <sub>7</sub> ONO <sub>2</sub> 2-C <sub>4</sub> H <sub>9</sub> ONO <sub>2</sub>	GC/MS	40-150 s	10-20%	5-10%	0.10 pptv
	X	X	C <sub>2</sub> H <sub>5</sub> ONO <sub>2</sub> i-C <sub>3</sub> H <sub>7</sub> ONO <sub>2</sub>	GC/MS	40-150 s	10-20%	5-10%	0.14 pptv
	X	X	3-C <sub>5</sub> H <sub>11</sub> ONO <sub>2</sub> 2- C <sub>5</sub> H <sub>11</sub> ONO <sub>2</sub> 3-CH <sub>3</sub> -2-C <sub>4</sub> H <sub>8</sub> ONO <sub>2</sub>	GC/MS	40-150 s	10-20%	5-10%	0.30 pptv
	X	X	HFC-134a	GC/MS	40-150 s	5-10%	5-10%	0.30 pptv
	X	X	HCFC-141b HCFC-142b CHCl <sub>3</sub>	GC/MS	40-150 s	5-10%	5-10%	0.10 pptv
	X	X	HCFC-22	GC/MS	40-150 s	5-10%	5-10%	0.20 pptv
	X	X	HCFC-21 HCFC-123	GC/MS	40-150 s	10-20%	10-20%	0.10 pptv
	X	X	HCFC-124	GC/MS	40-150 s	10-20%	10-20%	0.20 pptv
	X	X	Halon-1211	GC/MS	40-150 s	10-20%	10-20%	0.07 pptv
	X	X	Halon-2402 Halon-1301	GC/MS	40-150 s	5-10%	5-10%	0.15 pptv
	X	X	Halon-1202	GC/MS	40-150 s	5-10%	20% or 0.02 pptv	0.02 pptv
	X	X	CH <sub>3</sub> Br	GC/MS	40-150 s	10-20%	5-10%	0.20 pptv
	X	X	C <sub>3</sub> H <sub>7</sub> Br	GC/MS	40-150 s	10-20%	10-20%	0.54 pptv
	X	X	CH <sub>3</sub> Cl OCS	GC/MS	40-150 s	5%	5-10%	1.00 pptv
	X	X	C <sub>2</sub> H <sub>5</sub> Cl	GC/MS	40-150 s	10-20%	5-10%	0.50 pptv
	X	X	C <sub>2</sub> H <sub>3</sub> Cl	GC/MS	40-150 s	10-20%	5-10%	0.18 pptv
	X	X	CH <sub>2</sub> Cl <sub>2</sub>	GC/MS	40-150 s	5%	5-10%	0.40 pptv
	X	X	1,2-C <sub>2</sub> H <sub>4</sub> Cl <sub>2</sub>	GC/MS	40-150 s	10-20%	5-10%	0.40 pptv
	X	X	C <sub>2</sub> HCl <sub>3</sub>	GC/MS	40-150 s	10-20%	5-10%	0.05 pptv
	X	X	C <sub>2</sub> Cl <sub>4</sub>	GC/MS	40-150 s	5-10%	5-10%	0.16 pptv
	X	X	CH <sub>2</sub> Br <sub>2</sub>	GC/MS	40-150 s	10-20%	5-10%	0.08 pptv
	X	X	CHClBr <sub>2</sub>	GC/MS	40-150 s	10-20%	10% or 0.02 pptv	0.02 pptv
	X	X	CHBr <sub>3</sub>	GC/MS	40-150 s	10-20%	5-10%	0.14 pptv
M. Avery <sup>(1)</sup>	X	X	Ozone	Nitric oxide chemiluminescence	1 s	5% or 2 ppbv	2% or 0.8 ppbv	0.8 ppbv

Table 3. Continued

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
D. Blake <sup>(8)</sup>	X	X	Ethane Propane	GC	40-150 s	5%	1% or 2 pptv <sup>(b)</sup>	3 pptv
	X	X	trans-2-Butene	GC	40-150 s	10%	2% or 3 pptv <sup>(b)</sup>	3 pptv
	X	X	Benzene Toluene o-Xylene m-Xylene p-Xylene Ethylbenzene	GC	40-150 s	5%	2% or 3 pptv <sup>(b)</sup>	3 pptv
	X	X	CHClBr <sub>2</sub>	GC	40-150 s	10-20%	5-10%	0.005 pptv
	X	X	Ethyne n-Butane i-Butane n-Pentane i-Pentane	GC	40-150 s	5%	1% or 2 pptv <sup>(b)</sup>	2 pptv
	X	X	H-1211	GC	40-150 s	5%	2%	0.1 pptv
	X	X	CH <sub>3</sub> I	GC	40-150 s	10-20%	5-10%	0.05 pptv
	X	X	Methyl nitrate Ethyl nitrate 2-Butyl nitrate	GC	40-150 s	10-20%	1-5%	0.05 pptv
	X	X	CH <sub>3</sub> CCl <sub>3</sub>	GC	40-150 s	5%	1%	3 pptv
	X	X	CCl <sub>4</sub>	GC	40-150 s	2%	1%	3 pptv
	X	X	Ethene	GC	40-150 s	10%	2% or 3 pptv <sup>(b)</sup>	3 pptv
	X	X	Propene	GC	40-150 s	10%	2% or 3 pptv <sup>(b)</sup>	2 pptv
	X	X	CFC-12	GC	40-150 s	2%	0.7%	1 pptv
	X	X	CFC-11	GC	40-150 s	2%	0.8%	3 pptv
	X	X	CFC-113	GC	40-150 s	2%	1.4%	3 pptv
	X	X	CFC-114	GC	40-150 s	5%	1.5%	1 pptv
	X	X	HCFC-22	GC	40-150 s	5%	1.5%	10 pptv
	X	X	H-2402	GC	40-150 s	5%	5%	0.1 pptv
	X	X	C <sub>2</sub> Cl <sub>4</sub>	GC	40-150 s	10%	1-5%	0.05 pptv
	X	X	CH <sub>2</sub> Cl <sub>2</sub>	GC	40-150 s	10%	5%	2 pptv
	X	X	CHBrCl <sub>2</sub>	GC	40-150 s	10-20%	5-10%	0.05 pptv
	X	X	CH <sub>3</sub> Cl	GC	40-150 s	5%	5-10%	100 pptv
	X	X	CHCl <sub>3</sub>	GC	40-150 s	5%	5-10%	2 pptv
	X	X	CHBr <sub>3</sub>	GC	40-150 s	10%	5-10%	0.1 pptv

Table 3. Continued

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
D. Blake (cont.)	X	X	CH <sub>3</sub> Br	GC	40-150 s	5%	4%	1 pptv
	X	X	CH <sub>2</sub> Br <sub>2</sub>	GC	40-150 s	10-20%	5-10%	0.4 pptv
	X	X	CH <sub>4</sub>	GC	40-150 s	1%	0.1%	NA
	X	X	OCS H-134a	GC	40-150 s	10%	5%	NA
	X	X	DMS	GC	40-150 s	10%	5% or 2pptv <sup>(b)</sup>	1 pptv
	X	X	HCFC-141b HCFC-142b	GC	40-150 s	10%	3%	NA
	X	X	C <sub>2</sub> HCl <sub>3</sub>	GC	40-150 s	20%	5%	0.02 pptv
	X	X	CH <sub>2</sub> BrCl	GC	40-150 s	20%	5%	NA
	X	X	C <sub>2</sub> H <sub>5</sub> Cl	GC	40-150 s	20%	5%	0.3 pptv
	X	X	C <sub>2</sub> H <sub>5</sub> I	GC	40-150 s	20%	10%	0.01 pptv
	X	X	2-C <sub>5</sub> H <sub>11</sub> ONO <sub>2</sub> 3-C <sub>5</sub> H <sub>11</sub> ONO <sub>2</sub> n-C <sub>3</sub> H <sub>7</sub> ONO <sub>2</sub>	GC	40-150 s	10-20%	1-5%	0.01 pptv
	X	X	i-C <sub>3</sub> H <sub>7</sub> ONO <sub>2</sub>	GC	40-150 s	10-20%	10%	0.02 pptv
	X	X	CS <sub>2</sub>	GC	40-150 s	20%	5%	0.5%
	X	X	1,2-Dichloroethane	GC	40-150 s	20%	10%	0.05 pptv
	X	X	n-Hexane	GC	40-150 s	5%	5%	3 pptv
Project (J. Barrick <sup>(1)</sup> )	X	X	J(NO <sub>2</sub> ) zenith J(NO <sub>2</sub> ) nadir	Filter radiometer (PMT)	1 s	10%	4%	1.5x10 <sup>-6</sup> mv <sup>-1</sup>
	X	X	Dew/Frost point	Chilled mirror hygrometer	1-10 s	±0.5°C	±0.2°C	±75° C
G. Sachse <sup>(1)</sup>	X	X	CO	DACOM IR Laser Spectrometer	1 s	2%	1 ppbv or 1% conc. <sup>(b)</sup> (1σ)	NA <sup>(g)</sup>
	X	X	CH <sub>4</sub>	DACOM IR Laser Spectrometer	1 s (DC-8) 5 s (P-3B)	1%	0.15% (1σ)	NA <sup>(g)</sup>
R. Shetter <sup>(2)</sup>	X	X	J[O <sub>3</sub> ->O <sub>2</sub> +O(1D)]  J[CH <sub>2</sub> O->H+HCO] J[CH <sub>2</sub> O->H <sub>2</sub> +CO]	SAFS	10 s	~10%	~3%	<0.05mW cm <sup>-2</sup> nm <sup>-1</sup>
	X	X	J[NO <sub>2</sub> ->NO+O(3P)] J[H <sub>2</sub> O <sub>2</sub> ->2OH] J[HNO <sub>2</sub> ->OH+NO] J[HNO <sub>3</sub> ->OH+NO <sub>2</sub> ] J[HNO <sub>4</sub> ->HO <sub>2</sub> +NO <sub>2</sub> ]	SAFS	10 s	~8%	~3%	<0.05mW cm <sup>-2</sup> nm <sup>-1</sup>

Table 3. Continued

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
R. Shetter (cont.)	X	X	J[CH <sub>3</sub> CHO-> CH <sub>3</sub> + HCO] J[CH <sub>3</sub> CHO->CH <sub>4</sub> +CO] J[C <sub>2</sub> H <sub>5</sub> CHO-> C <sub>2</sub> H <sub>5</sub> + HCO] J[CHOCHO] J[CH <sub>3</sub> COCHO] J[CH <sub>3</sub> COCH <sub>3</sub> ] J[CH <sub>3</sub> OOH-> CH <sub>3</sub> O+ OH] J[CH <sub>3</sub> ONO <sub>2</sub> -> CH <sub>3</sub> O+ NO <sub>2</sub> ] J[PAN+hv->products] J[CH <sub>3</sub> CH <sub>2</sub> CH <sub>2</sub> CHO-> C <sub>3</sub> H <sub>7</sub> +HCO] J[CH <sub>3</sub> CH <sub>2</sub> CH <sub>2</sub> CHO-> C <sub>2</sub> H <sub>4</sub> +CH <sub>2</sub> CHOH] J[CH <sub>3</sub> COCH <sub>2</sub> CH <sub>3</sub> ] J[CH <sub>3</sub> CH <sub>2</sub> ONO <sub>2</sub> +hv-> Products	SAFS	10 s	~8%	~3%	<0.05mW cm <sup>-2</sup> nm <sup>-1</sup>
S. Vay <sup>(1)</sup>	X	X	CO <sub>2</sub>	Non-dispersive IR Spectrometer	1 s	0.25 ppmv	0.07 ppmv (1 Hz)	0.5 ppmv
A. Bandy <sup>(9)</sup>		X	SO <sub>2</sub>	Atmospheric Pressure Ionization Mass Spectrometry	1 s	2-5% <sup>(i)</sup>	2 pptv or 2% <sup>(k)</sup>	1 pptv
C. Cantrell <sup>(2)</sup>		X	HO <sub>2</sub> HO <sub>2</sub> +RO <sub>2</sub>	Chemical ionization mass spectrometry	60 s	±35%	±10%	3x10 <sup>-7</sup> molec cm <sup>-3</sup>
A. Clarke <sup>(10)</sup>		X	Condensation Nuclei cold	CN counter	5 s	5-10%	5%	1 particle cm <sup>-3</sup>
		X	Condensation Nuclei hot	CN with 300C heater	5 s	5-10%	5%	1 particle cm <sup>-3</sup>
		X	Cloud liquid water content	PVM optical probe	5 s	5-10%	5%	0.002g-m <sup>-3</sup>
		X	APS integral number, area, volume <sup>(l)</sup>	Aerodynamic particle sizing	60 s	20%	5%	NA <sup>(m)</sup>
		X	FSSP integral number, area, volume <sup>(n)</sup>	FSSP probe	15 s	20%	5%	NA <sup>(m)</sup>

Table 3. Continued

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
A. Clarke (cont.)		X	Scatter (all part) at 450nm, 550nm, 700nm Backscatter (all part) at 450nm, 550nm, 700nm	3 Wavelength integrating nephelometer	25 s	$\pm 0.2 \text{ Mm}^{-1}$	$\pm 0.1 \text{ Mm}^{-1}$	$\pm 0.2 \text{ Mm}^{-1}$
		X	Scatter (submicron) at 450nm, 550nm, 700nm Backscatter (submicron) at 450nm, 550nm, 700nm	$< 1 \mu\text{m}$ Dp aerodynamic	25 s	$\pm 0.2 \text{ Mm}^{-1}$	$\pm 0.1 \text{ Mm}^{-1}$	$\pm 0.2 \text{ Mm}^{-1}$
		X	Light Absorption (all part) 565nm Absorption (submicron) 565nm	PSAP- light transmission through filter <sup>(o)</sup>	65 s	15% <sup>(p)</sup>	$< 6\%$	$\pm 0.5 \text{ Mm}^{-1(q)}$
		X	DMA number, surface area and volume at 50C <sup>(r)</sup>	Differential Mobility Analyzer	20 s grab samples	20%	5%	NA <sup>(m)</sup>
		X	OPC number, surface area and volume at 50C <sup>(s)</sup>	Optical Particle Counter effective optical particle size	60 s	15%	5%	NA <sup>(m)</sup>
F. Eisele <sup>(5)</sup>		X	OH	CIMS	30 s	60%	20%	$1 \times 10^{-5} \text{ OH cm}^{-3}$
		X	H <sub>2</sub> SO <sub>4</sub>	CIMS	30 s	60%	20%	$2 \times 10^{-5} \text{ cm}^{-3}$
		X	MSA					
W. Flocke <sup>(2)</sup>		X	HNO <sub>3</sub>	CIMS	20 s	$\pm 25\%$ <sup>(t)</sup>	20%	5 pptv
		X	PAN	GC	2.5 min <sup>(u)</sup>	-10% to +5%	1% or 1 pptv <sup>(v)</sup>	5 pptv
		X	PPN					
Y. Kondo <sup>(11)</sup>		X	MPAN	GC	2.5 min <sup>(u)</sup>	-10% to +10%	$\pm 15\%$ or $\pm 2.5 \text{ pptv}^{(b)}$	5 pptv
		X	PiBN					
		X	NO	Chemiluminescence	1 s	16%	6 pptv	12 pptv
Project (J. Barrick <sup>(1)</sup> )		X	NO <sub>y</sub>		1s	35%	16pptv	28pptv
		X	NO <sub>2</sub>	Chemiluminescence	10 s	32%/60% <sup>(w)</sup>	4 pptv/3 pptv <sup>(w)</sup>	13 pptv <sup>(x)</sup>
		X						
Project (L. Thornhill <sup>(1)</sup> )		X	Air Temp	RTD sensor	1 s	$\pm 0.3^\circ\text{C}$	$\pm 0.2^\circ\text{C}$	$\pm 100^\circ \text{C}^{(y)}$
		X	Surface temp	IR Pyroelectrics (chopped radiation)	1 s	$\pm 0.7^\circ\text{C}$	$\pm 0.5^\circ\text{C}$	$-50^\circ \text{ to } 70^\circ \text{C}^{(y)}$
Project (L. Thornhill <sup>(1)</sup> )		X	Latitude, longitude	TAMMS	20 s <sup>-1</sup>	0.4 nm hr <sup>-1</sup>	NA	0.1 min
		X	Pressure altitude	TAMMS	20 s <sup>-1</sup>	0.4%	7 ft	0.5 ft
		X	Static pressure	TAMMS	20 s <sup>-1</sup>	0.2 hPa	0.05 hPa	0.008 hPa

Table 3. Concluded

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
Project (cont.) (L. Thornhill)		X	Impact pressure	TAMMS	20 s <sup>-1</sup>	0.4 hPa	0.05 hPa	0.008 hPa
		X	Pitch, roll	TAMMS	20 s <sup>-1</sup>	0.2 deg	0.1 deg	0.04 deg
		X	True heading	TAMMS	20 s <sup>-1</sup>	0.1 deg	0.1 deg	0.04 deg
		X	U, V	TAMMS	20 s <sup>-1</sup>	0.5 m s <sup>-1</sup>	0.1 m s <sup>-1</sup>	0.01 m s <sup>-1</sup>
		X	W	TAMMS	20 s <sup>-1</sup>	0.1 m s <sup>-1</sup>	0.05 m s <sup>-1</sup>	0.01 m s <sup>-1</sup>
		X	MR <sup>(2)</sup>	TAMMS	20 s <sup>-1</sup>	0.6 deg C	0.2 deg C	-50° C
		X	MR (LymanAlpha)	TAMMS	20 s <sup>-1</sup>	5%	2%	1%
		X	Virtual potential temperature (theta v)	TAMMS	20 s <sup>-1</sup>	0.5 deg K	0.1 deg K	173° to 373° K <sup>(y)</sup>
R. Weber <sup>(5)</sup>		X	Sodium	PILS-Ion Chromatography	3 min	±10%	±5%	21 pptv
		X	Ammonium	PILS-Ion Chromatography	3 min	±10%	±5%	27 pptv
		X	Calcium	PILS-Ion Chromatography	3 min	±10%	±5%	12 pptv
		X	Potassium	PILS-Ion Chromatography	3 min	±10%	±5%	13 pptv
		X	Magnesium	PILS-Ion Chromatography	3 min	±10%	±5%	15 pptv
		X	Chloride Sulfate	PILS-Ion Chromatography	3 min	±10%	±5%	3 pptv
		X	Nitrate	PILS-Ion Chromatography	3 min	±10%	±5%	4 pptv
		X	Total UCN (> 3 nm)	Condensation particle counter and Pulse Height Analysis (PHA)	1 s	±10%	±2%	NA
		X	Total UCN  UCN 3-8nm UCN 3-4nm	Condensation particle counter and Pulse Height Analysis (PHA)	60 s	±10%	±10%	NA

Notes:

- Horizontal sample interval: 10 seconds; Vertical sample interval: 30 meters.
- Whichever is greater.
- Horizontal sample interval: 1 minute; Vertical sample interval 60 meters.
- Horizontal sample interval: 1 minute.
- Percentage of the ambient concentration. However, as the ambient levels decrease, the accuracy estimate can be somewhat higher.
- Replicate measurements during constant air mass periods provides realistic assessment of how LOD improves with averaging time. These measurements indicate that LOD does in fact improve by roughly the square root of averaging time out to time periods as long as 10 minutes. For 5 minutes of averaging, based on median 1 min LOD of 66 pptv, 5 min LOD is around 30 pptv.
- Concentration in the troposphere or lower stratosphere never reaches the LOD.
- Of the NO value, whichever is greater.

- i. For Be-7 there is still some uncertainty due to measured air flow (on the order of 5% max) but this is generally dwarfed by the statistical uncertainty inherent in the counting of radioactive decays. Precision increases notably with higher activity. For samples less than 200 fCi scm<sup>-1</sup> the mean and median uncertainty was 50%, this improves to 25% for samples between 200 and 600 fCi scm<sup>-1</sup> and to 15% for samples more active than 600 fCi scm<sup>-1</sup>. (Note that 52% of all samples with reported Be-7 were in this last group and only 24% were less than 200 fCi scm<sup>-1</sup>). It is estimated an LOD of 30 fCi scm<sup>-1</sup> (though this also depends on the volume of air sampled).
  - j. Below 3 ppbv is 2-3%, and above 3 ppbv is about 5%.
  - k. Below 200 pptv is 2 pptv, and above 200 pptv is about 2%.
  - l. 0.7  $\mu\text{m}$   $\leq$  Dp  $\leq$  20.0  $\mu\text{m}$ .
  - m. The overall performance (accuracy, precision & LOD) of the size distribution measurements (DMA, OPC, APD & FSSP) are size dependent and are difficult to generalize. The 3 latter instruments are single particle counters making them sensitive to low concentrations limited primarily by count statistics at a given size. Particle losses in sample inlet become significant for sizes larger than about 4  $\mu\text{m}$ .
  - n. 0.3  $\mu\text{m}$   $\leq$  Dp  $\leq$  1.0  $\mu\text{m}$ , 1.0  $\mu\text{m}$   $\leq$  Dp  $\leq$  20.0  $\mu\text{m}$ , 0.3  $\mu\text{m}$   $\leq$  Dp  $\leq$  20.0  $\mu\text{m}$ .
  - o. Longer averaging times are generally required for low absorption environments.
  - p. At typical atmospheric absorption levels and 60 s averages.
  - q. For 60 s average but lower with larger averaging time.
  - r. 0.007  $\leq$  Dp  $\leq$  0.1  $\mu\text{m}$ .
  - s. 0.1  $\leq$  Dp  $\leq$  20.0  $\mu\text{m}$ , 0.1  $\leq$  Dp  $\leq$  0.75  $\mu\text{m}$ , 0.75  $\leq$  Dp  $\leq$  20.0  $\mu\text{m}$ .
  - t. The overall accuracy is estimated to be  $\pm 25\%$  for < 100 pptv,  $\pm 20\%$  for 100-200 pptv, and  $\pm 15\%$  > 200 pptv.
  - u. One discreet sample (which is an average of 2.5 seconds) is taken every 2-2.5 minutes.
  - v. Short term (duration of flight), whichever is greater. Long term (over the entire mission), larger of 5% or 1 pptv.
  - w. Altitude < 2 km / Altitude > 2 km; (NO<sub>2</sub> median 70 pptv for altitude < 2 km / NO<sub>2</sub> median 30 pptv for altitude > 2 km) .
  - x. Precision and LOD of NO and NO<sub>y</sub> were estimated for a 1 s integration time, while for NO<sub>2</sub>, a 10 s integration time was used.
  - y. Lower number is minimum LOD, higher number is maximum LOD.
  - z. Derived from dew point (GE 1011).
1. NASA Langley Research Center
  2. National Center for Atmospheric Research (NCAR)
  3. Pennsylvania State University
  4. University of Rhode Island
  5. Georgia Institute of Technology
  6. NASA Ames Research Center
  7. University of New Hampshire
  8. University of California-Irvine
  9. Drexel University
  10. University of Hawaii
  11. University of Tokyo



Table 4. P-3B Time Series Plot Order

Plate	Panel	Parameter	Plate	Panel	Parameter
1	1	Lat, Lon	9	1	Flag
	2	AltP		2	Cl
	3	TS, ProjDP		3	NO3
	4	WNS		4	Na
	5	WND		5	NH4
2	1	Ozone	10	1	K
	2	CO		2	Ca
	3	Methane		3	Mg
	4	CO2		4	SO4
	5	NOy		5	MSA
3	1	NO	11	1	SO2
	2	NO2		2	OCS
	3	HNO3		3	H2SO4
	4	PAN, PPN		4	DMS
	5	PiBN		5	Methyl Iodide
4	1	OH	12	1	Total UCN
	2	HO2		2	3<UCN<8 nm
	3	HO2 + RO2		3	3<UCN<4 nm
	4	Methyl Chloride		4	CN at 300C
	5	Chloroform		5	CN at 30C
5	1	Ethane	13	1	Scattering at 450nm
	2	Propane		2	Absorption at 565 nm
	3	i-Butane, n-Butane		3	DMA+OPC number
	4	i-Pentane, n-Pentane		4	FSSP number
	5	Ethyne		5	DMA+OPC surface
6	1	Ethene	14	1	FSSP surface
	2	C3H8/C2H6		2	DMA+OPC volume
	3	C2H4/C2H6		3	FSSP volume
	4	C2H2/CO		4	PVMLWC
	5	C2H6/CO		5	Left blank
7	1	Methyl Nitrate	15	1	O3 Col
	2	Ethyl Nitrate		2	SZA
	3	i-Propyl Nitrate		3	J(O3)
	4	n-Propyl Nitrate		4	J(H2O2)
	5	2-Butyl Nitrate		5	J(NO2)
8	1	CFC-12	16	1	J(NO2)N + J(NO2)Z
	2	H-1211		2	J(NO2)N/J(NO2)Z
	3	HCFC-142b		3	Roll
	4	HCFC-22		4	AltCab
	5	CH3CCl3			

Table 5. Plotted Chemical Names and Formulas: P-3B

Variable Name	Other Names
Lat	Latitude
Lon	Longitude
AltP	Pressure altitude
TS	Static temperature
ProjDP	Project dew point
WNS	Wind speed
WND	Wind direction
Ozone	O <sub>3</sub>
CO	Carbon monoxide
Methane	CH <sub>4</sub>
CO <sub>2</sub>	Carbon dioxide
NO <sub>y</sub>	Reactive Nitrogen
NO	Nitric oxide
NO <sub>2</sub>	Nitrogen dioxide
HNO <sub>3</sub>	Nitric acid
PAN	CH <sub>3</sub> C(O)OONO <sub>2</sub>
PPN	C <sub>2</sub> H <sub>5</sub> C(O)OONO <sub>2</sub>
PiBN	2(CH <sub>3</sub> )CHC(O)OONO <sub>2</sub>
OH	Hydroxyl radical
HO <sub>2</sub>	Hydroperoxy radical
HO <sub>2</sub> +RO <sub>2</sub>	Total peroxy radicals
Methyl Chloride	CH <sub>3</sub> Cl
Chloroform	CHCl <sub>3</sub>
Ethane	C <sub>2</sub> H <sub>6</sub>
Propane	C <sub>3</sub> H <sub>8</sub>
i-Butane	i-C <sub>4</sub> H <sub>10</sub>
n-Butane	n-C <sub>4</sub> H <sub>10</sub>
i-Pentane	i-C <sub>5</sub> H <sub>12</sub>
n-Pentane	n-C <sub>5</sub> H <sub>12</sub>
Ethyne	C <sub>2</sub> H <sub>2</sub>
Ethene	C <sub>2</sub> H <sub>4</sub>
C <sub>3</sub> H <sub>8</sub> /C <sub>2</sub> H <sub>6</sub>	Propane-ethane ratio
C <sub>2</sub> H <sub>4</sub> /C <sub>2</sub> H <sub>6</sub>	Ethene-ethane ratio
C <sub>2</sub> H <sub>2</sub> /CO	Ethyne-carbon monoxide ratio
C <sub>2</sub> H <sub>6</sub> /CO	Ethane-carbon monoxide ratio
Methyl Nitrate	CH <sub>3</sub> ONO <sub>2</sub>
Ethyl Nitrate	C <sub>2</sub> H <sub>5</sub> ONO <sub>2</sub>
i-Propyl Nitrate	i-C <sub>3</sub> H <sub>7</sub> ONO <sub>2</sub>
n-Propyl Nitrate	n-C <sub>3</sub> H <sub>7</sub> ONO <sub>2</sub>
2-Butyl Nitrate	2-C <sub>4</sub> H <sub>9</sub> NO <sub>3</sub>
CFC-12	CCl <sub>2</sub> F <sub>2</sub>
H-1211	CBrClF <sub>2</sub>

Table 5. Continued

Variable Name	Other Names
HCFC-142b	CH <sub>3</sub> CF <sub>3</sub> Cl- Freon 142b
HCFC-22	CHF <sub>2</sub> Cl- Freon 22
CH <sub>3</sub> CCl <sub>3</sub>	Trichloroethane
Flag	
Cl	Chloride
NO <sub>3</sub>	Nitrate
Na	Sodium
NH <sub>4</sub>	Ammonium
K	Potassium
Ca	Calcium
Mg	Magnesium
SO <sub>4</sub>	Sulfate
MSA	Methanesulfonic acid
SO <sub>2</sub>	Sulfur dioxide
OCS	Carbonyl sulfide
H <sub>2</sub> SO <sub>4</sub>	Sulfuric acid
DMS	Dimethyl sulfide
Methyl Iodide	CH <sub>3</sub> I
Total UCN	Condensation nuclei
3<UCN<8 nm	Condensation nuclei
3<UCN<4 nm	Condensation nuclei
CN at 300C	Condensation nuclei heated
CN at 30C	Condensation nuclei unheated
Scattering at 450 nm all part	Scattering
Absorption at 565nm all part	Absorption
DMA+OPC number (.007<=Dp<=20 um @ 50C)	Optical particles
FSSP number (.3<=Dp<=20)	Aerosol density
DMA+OPC surface (.007<=Dp<=20 um @ 50C)	Optical particles
FSSP surface (.3<=Dp<=20)	Aerosol properties
DMA+OPC volume (.007<=Dp<=20 um @ 50C)	Optical particles
FSSP volume (.3<=Dp<=20)	Aerosol properties
PVMLWC	Liquid water content
O <sub>3</sub> Col	Ozone column
SZA	Solar zenith angle
J[O <sub>3</sub> ->O <sub>2</sub> +O(1D)]	Photolysis frequency
J[H <sub>2</sub> O <sub>2</sub> ->2OH]	Photolysis frequency

Table 5. Concluded

Variable Name	Other Names
J[NO <sub>2</sub> ->NO+O(3P)]	Photolysis frequency
J(NO <sub>2</sub> )Nadir + J(NO <sub>2</sub> )Zenith	Photolysis frequency
J(NO <sub>2</sub> )Nadir/J(NO <sub>2</sub> )Zenith	Photolysis frequency
Roll	Roll angle
AltCab	Cabin altitude

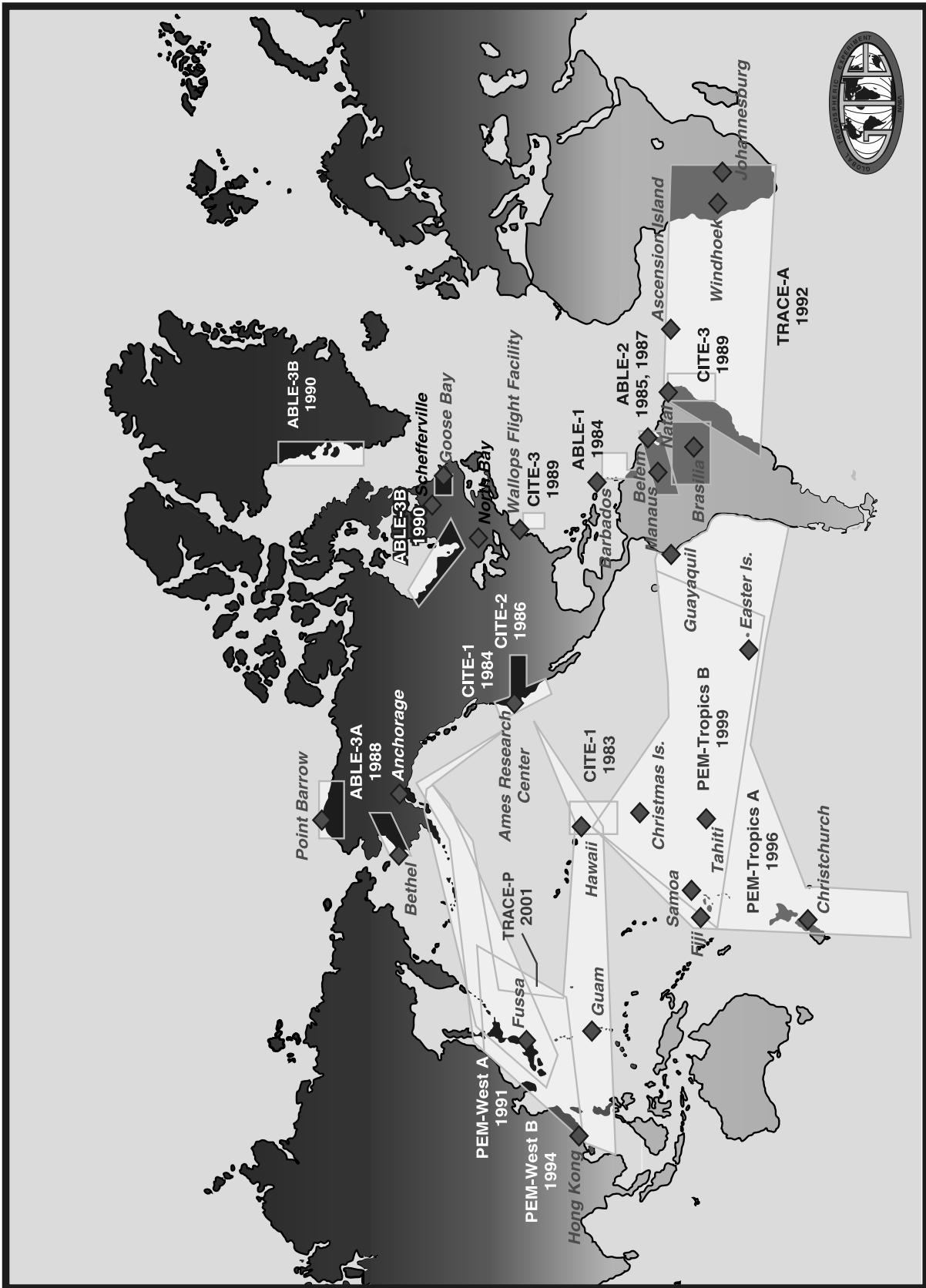


Figure 1. GTE missions through 2001.

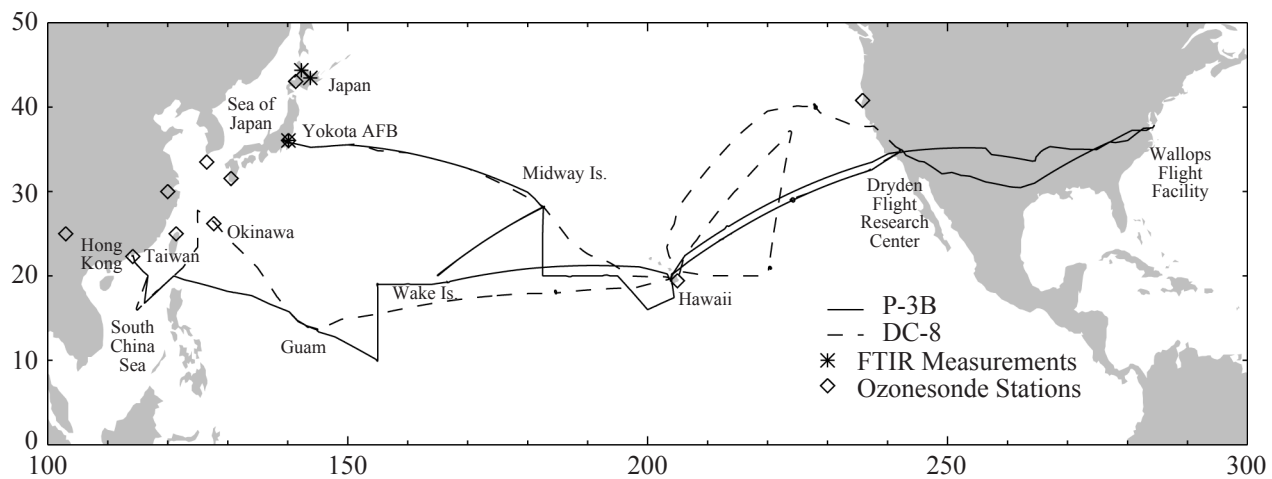


Figure 2(a). TRACE-P transit flight tracks.

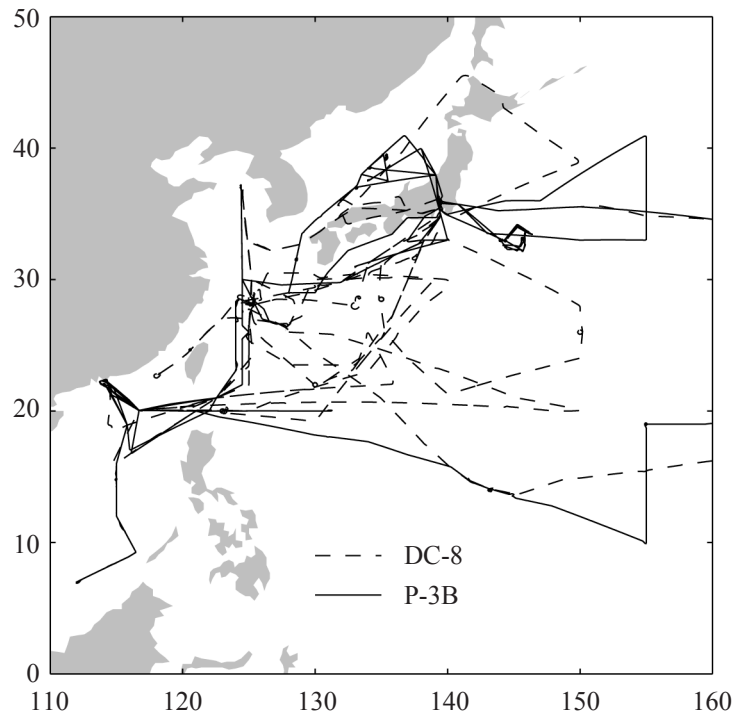


Figure 2(b). TRACE-P intensive flight tracks.

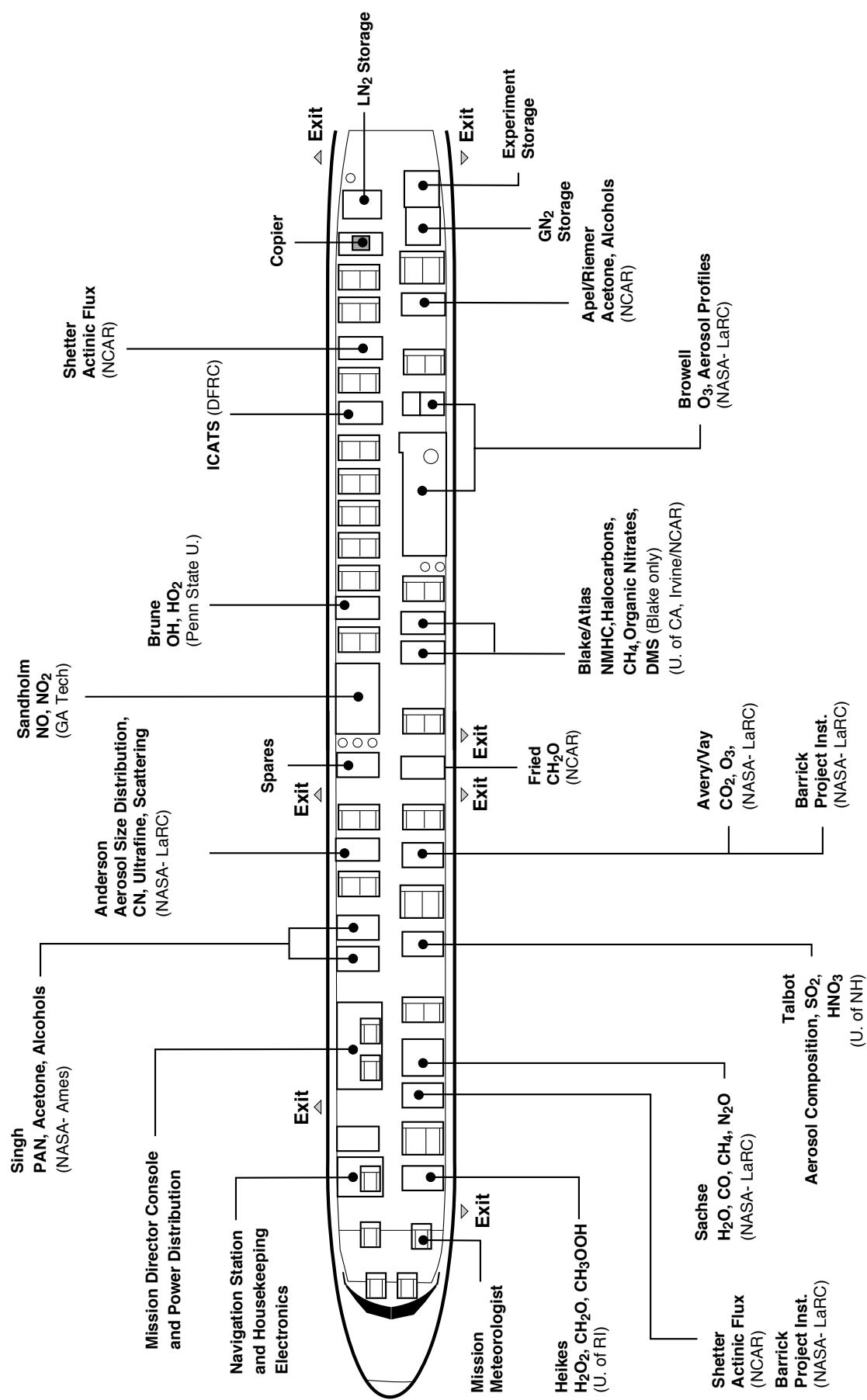
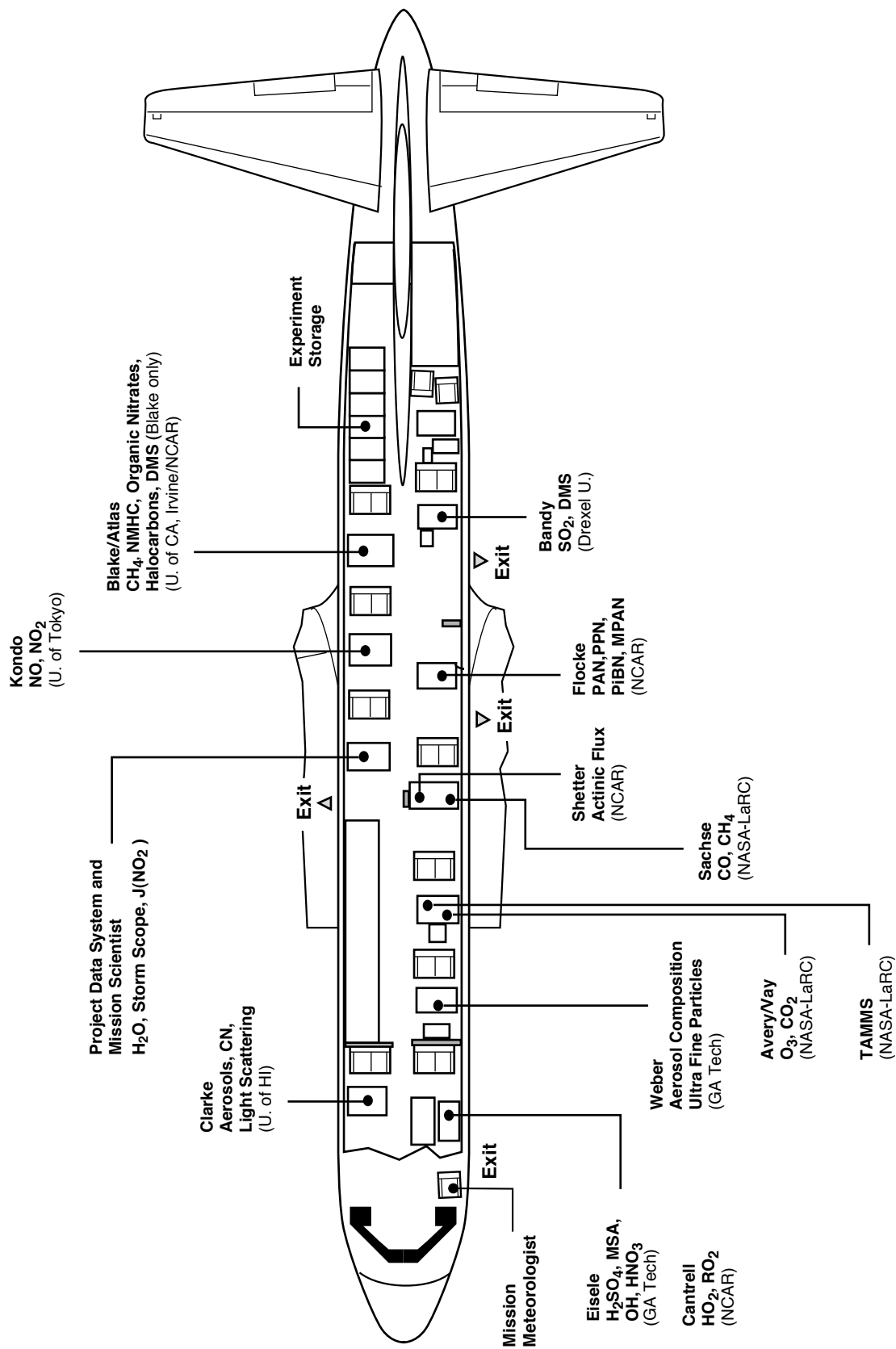


Figure 3(a). TRACE-P DC-8 mission payload.







APPENDIX A  
Transport and Chemical Evolution over the Pacific  
(TRACE-P)

Plots are presented in a standardized format, and the data (unedited) are from the Langley GTE archive. Relative humidity is calculated from measurements made on the aircraft. In some cases (mostly for moist, boundary layer conditions) relative humidity may exceed 100% (not plotted) as dew point temperature exceeded air temperature by a few degrees (assumed to be the result of instrument measurement/calibration uncertainty). For time series plots, abscissa time scales for given flights are identical. Ordinate scales were selected to best represent all the data for specie measured during the flight. In order to maintain the standardized format, plots for flights in which a specie data were not reported are plotted with the axes and a "NO DATA" entry. On a panel with multiple curves, if a particular curve is missing, it may be assumed that the data for that particular specie for that particular flight is not available ("NO DATA" will not appear on a multi-curve panel). The time series plots are followed by altitude profiles of temperature, dew point, ozone, and carbon monoxide. In general altitude profiles are shown for ascent/descent portions of the flights. As a result the number of altitude profiles shown varies on a flight by flight basis.

Given below are the beginning page numbers for each flight's sequence of plots:

Flight 4P – page 33  
Flight 5P – page 53  
Flight 6P – page 77  
Flight 7P – page 101  
Flight 8P – page 123  
Flight 9P – page 147  
Flight 10P – page 173  
Flight 11P – page 199  
Flight 12P – page 227  
Flight 13P – page 253

Flight 14P – page 281  
Flight 15P – page 307  
Flight 16P – page 333  
Flight 17P – page 361  
Flight 18P – page 385  
Flight 19P – page 411  
Flight 20P – page 439  
Flight 21P – page 465  
Flight 22P – page 491  
Flight 23P – page 517  
Flight 24P – page 539

# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 4P

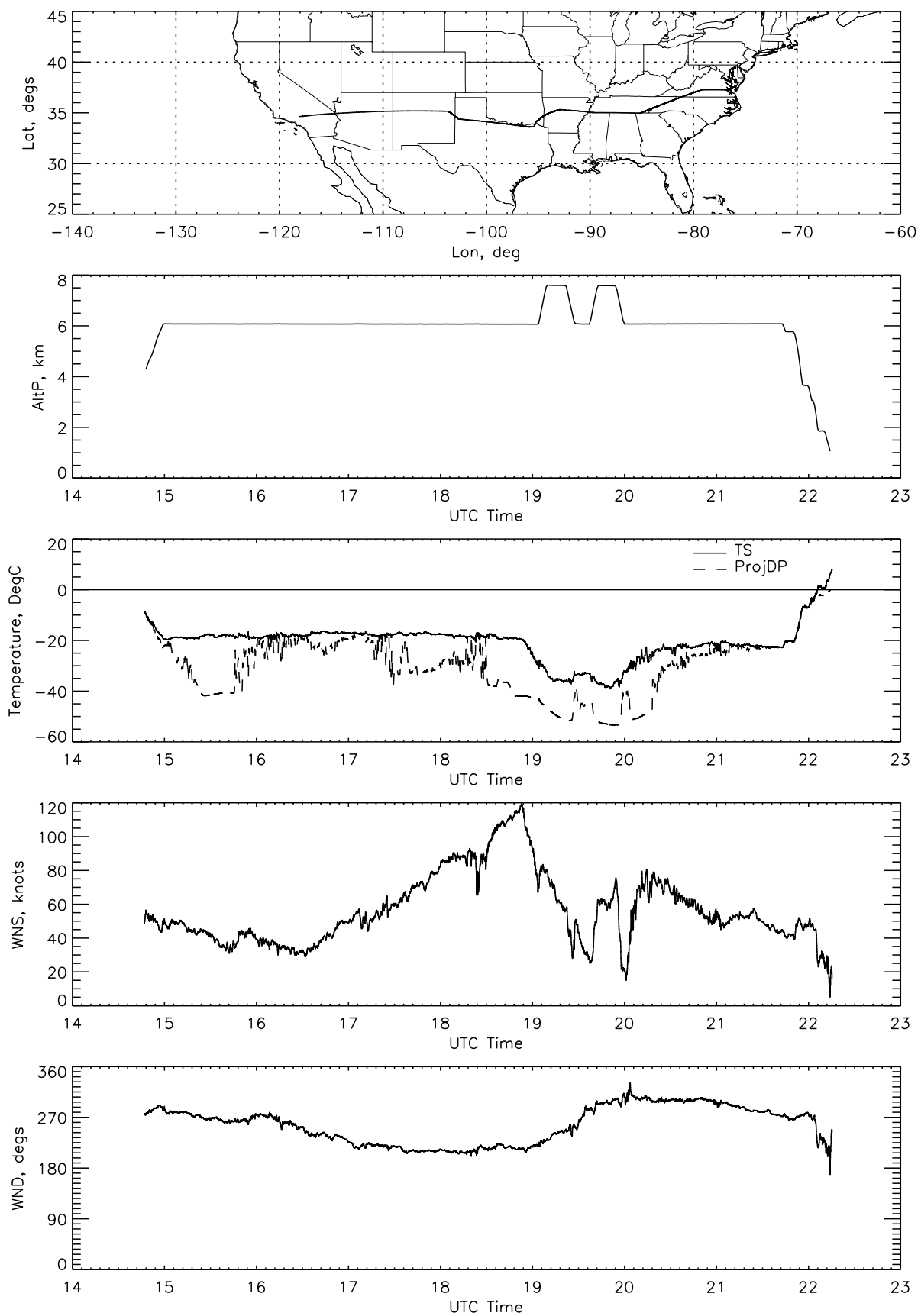
Transit: NASA-Wallops to Palmdale, CA

Stratospheric Intrusion

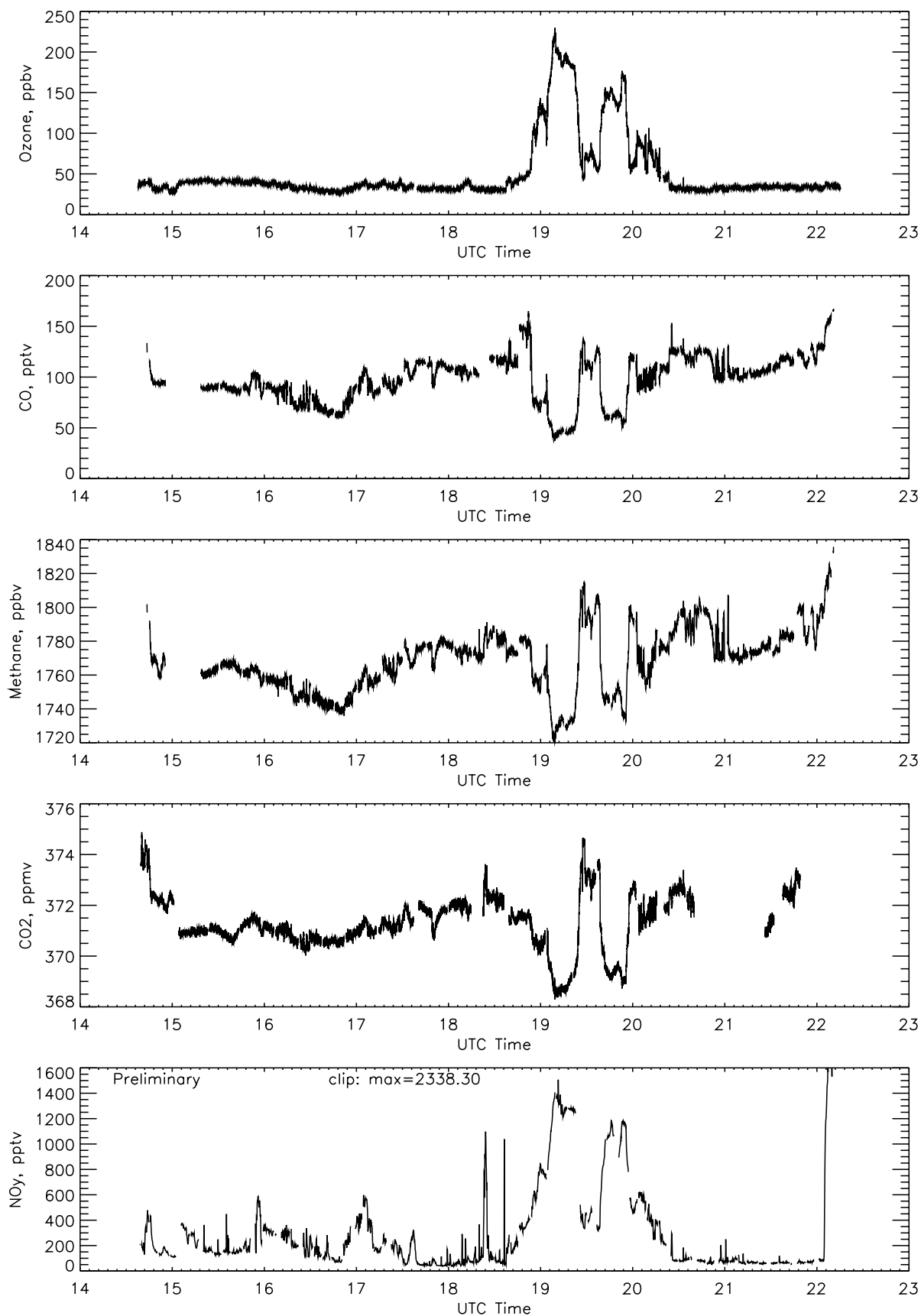
February 24, 2001



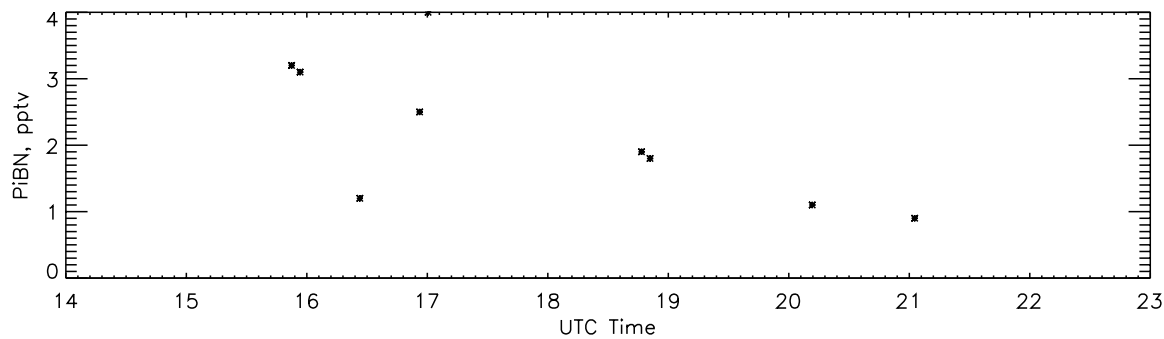
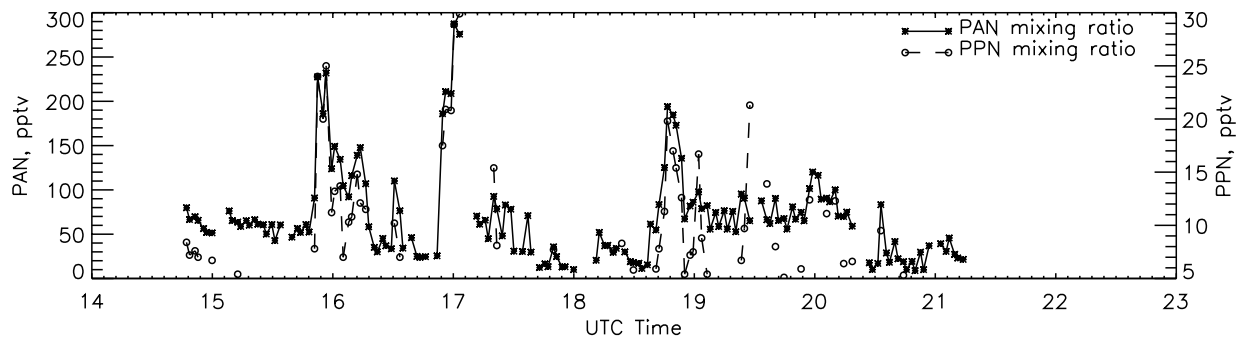
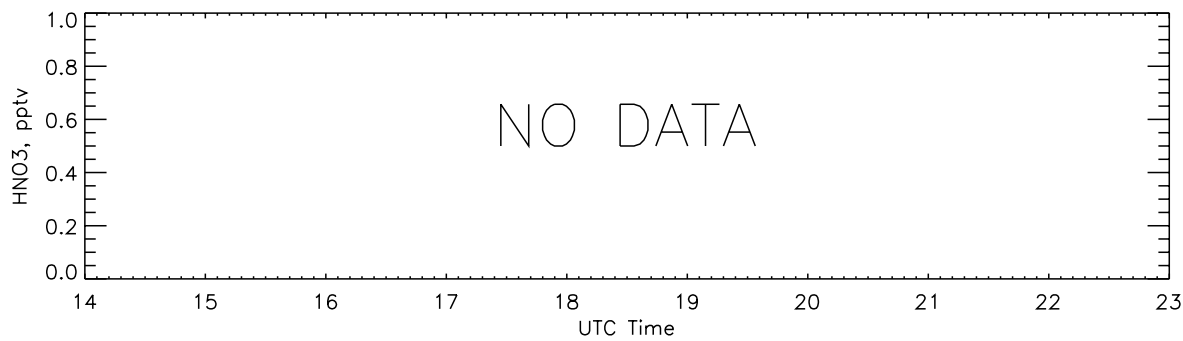
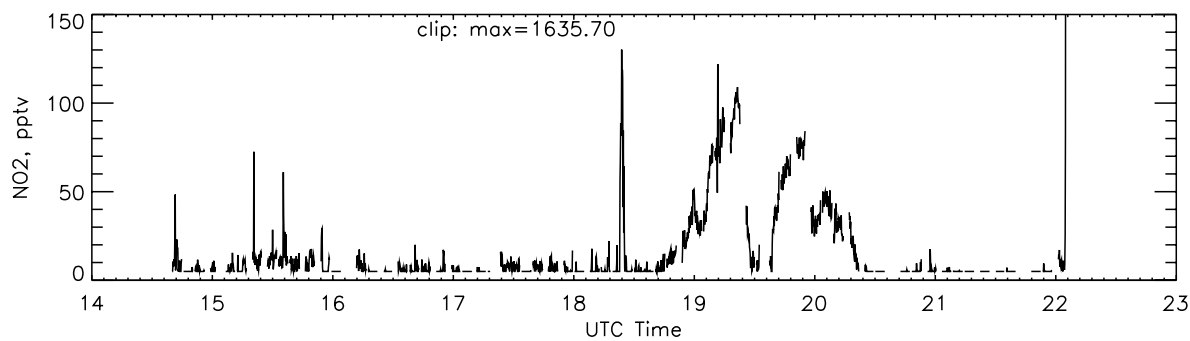
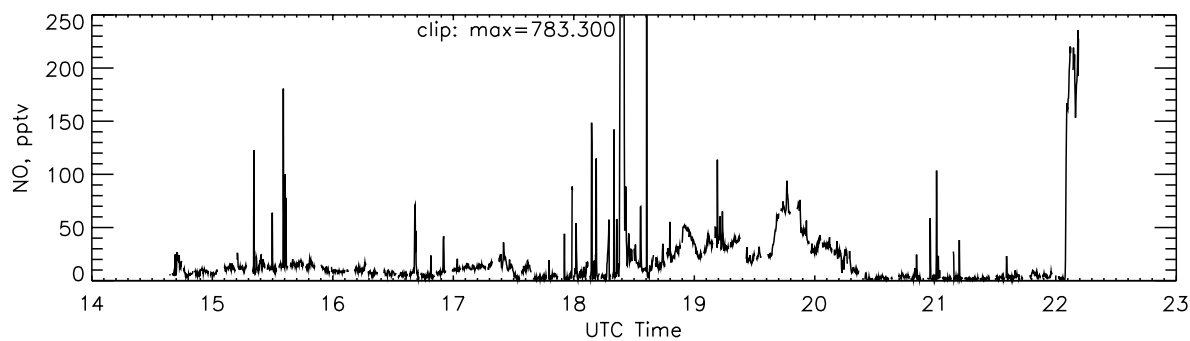
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# FINAL DATA: TRACE-P P3-B Flight 04

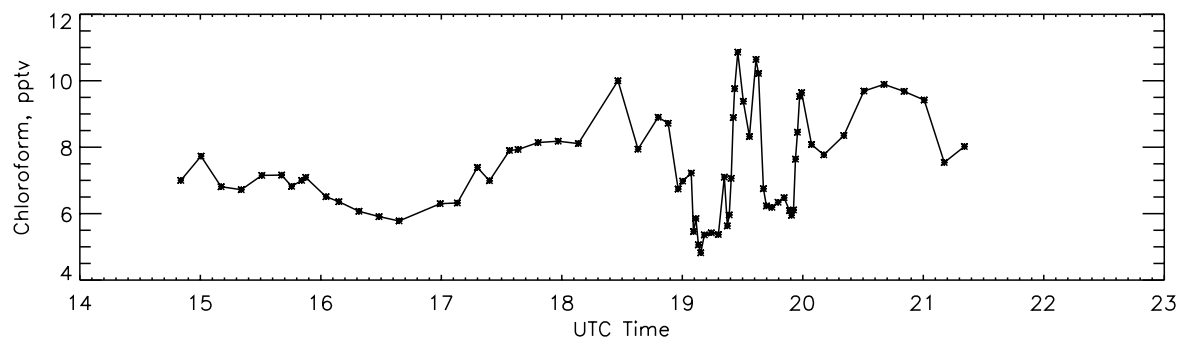
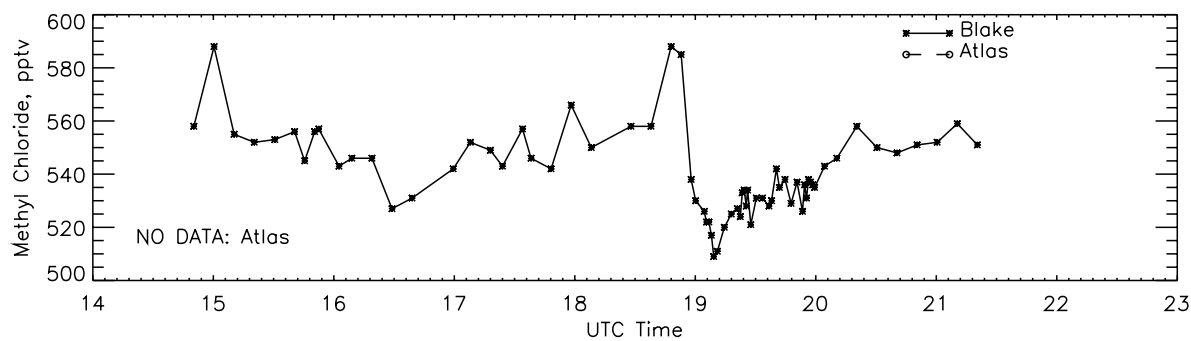
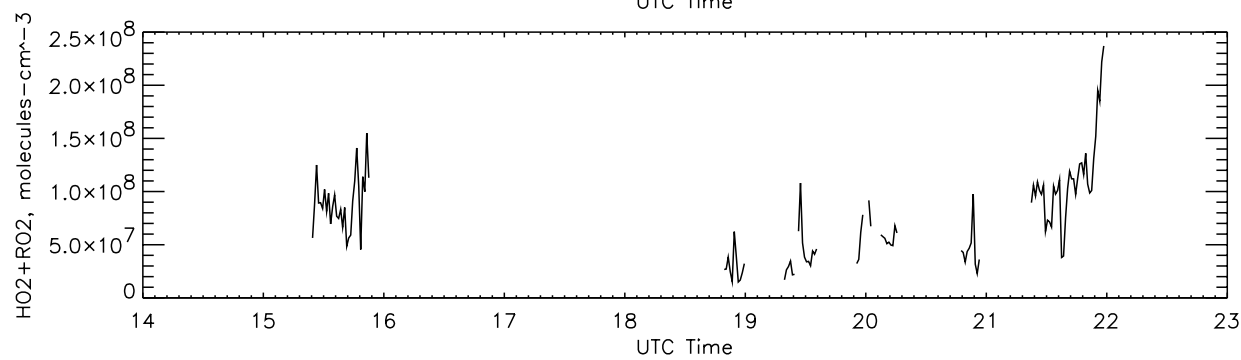
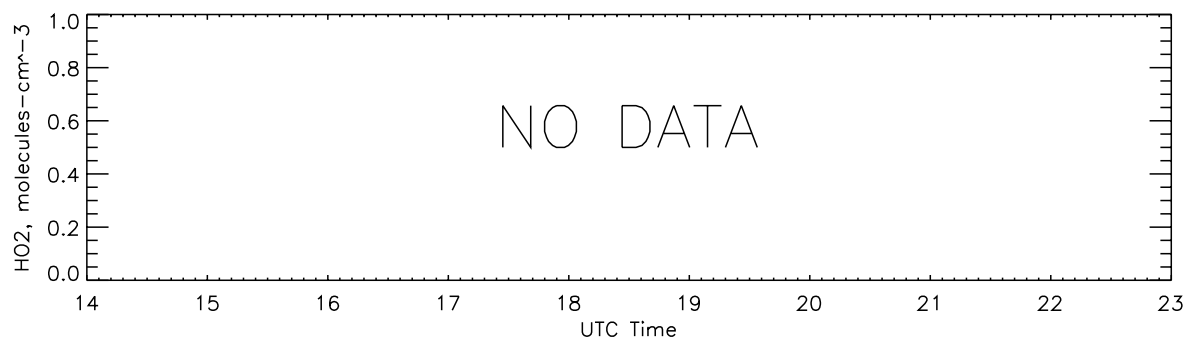
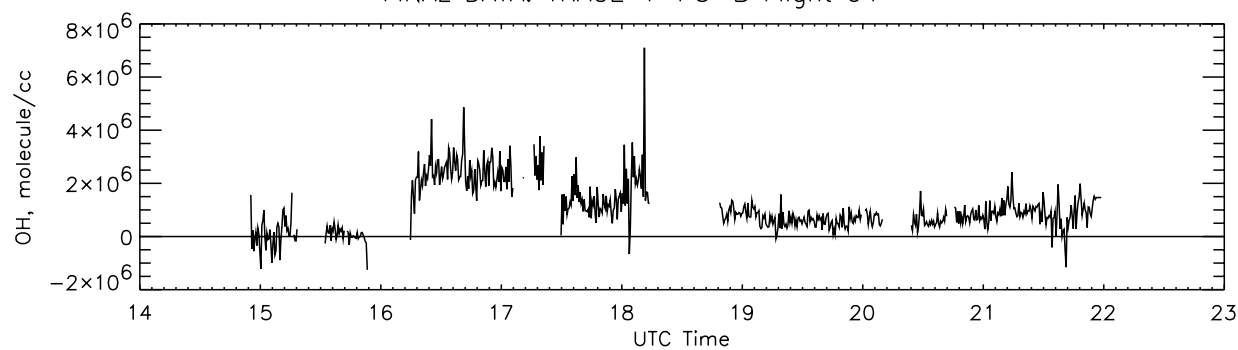


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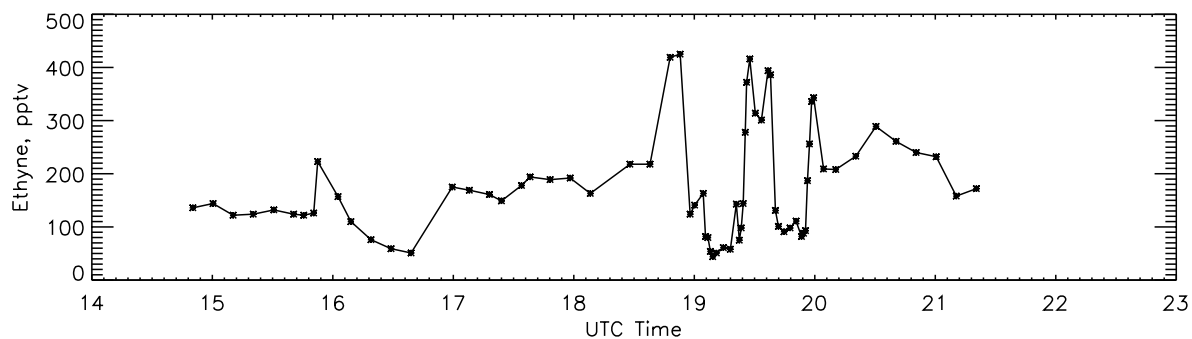
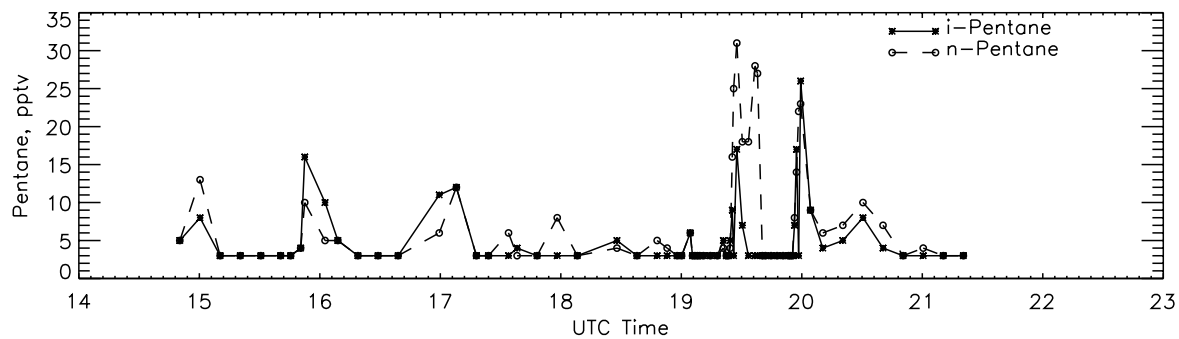
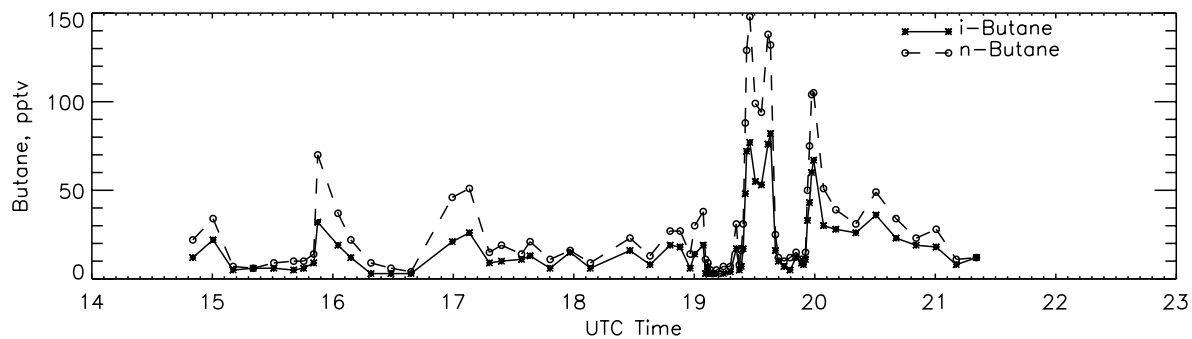
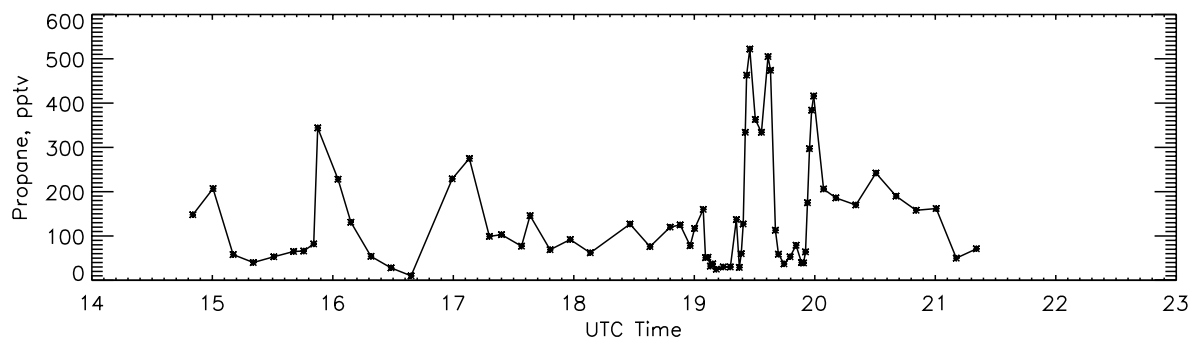
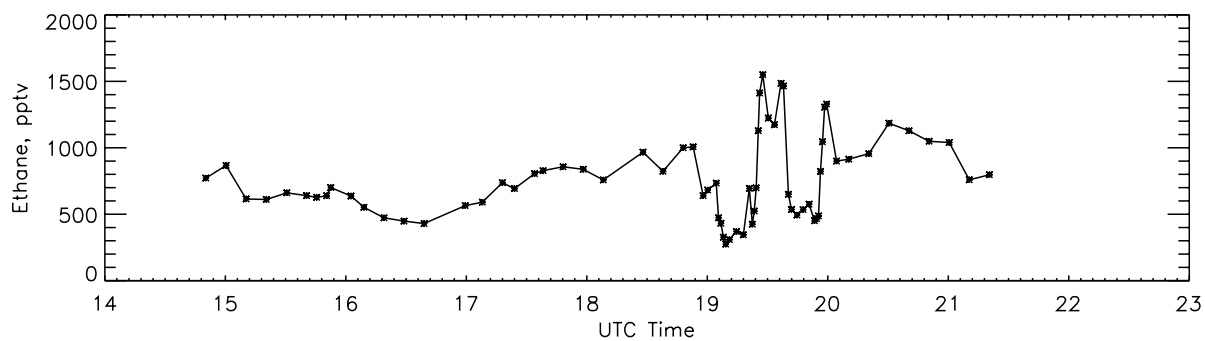




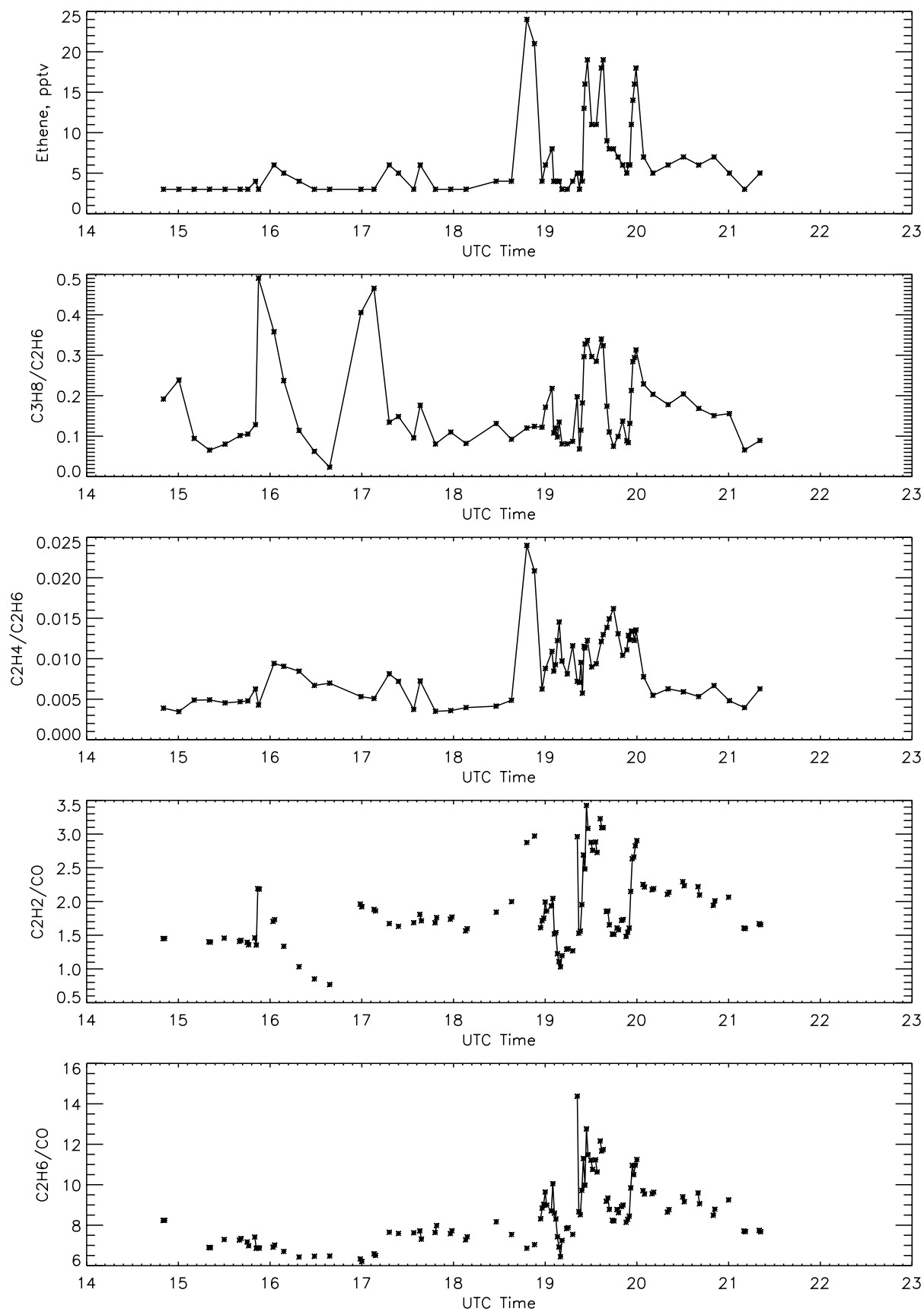
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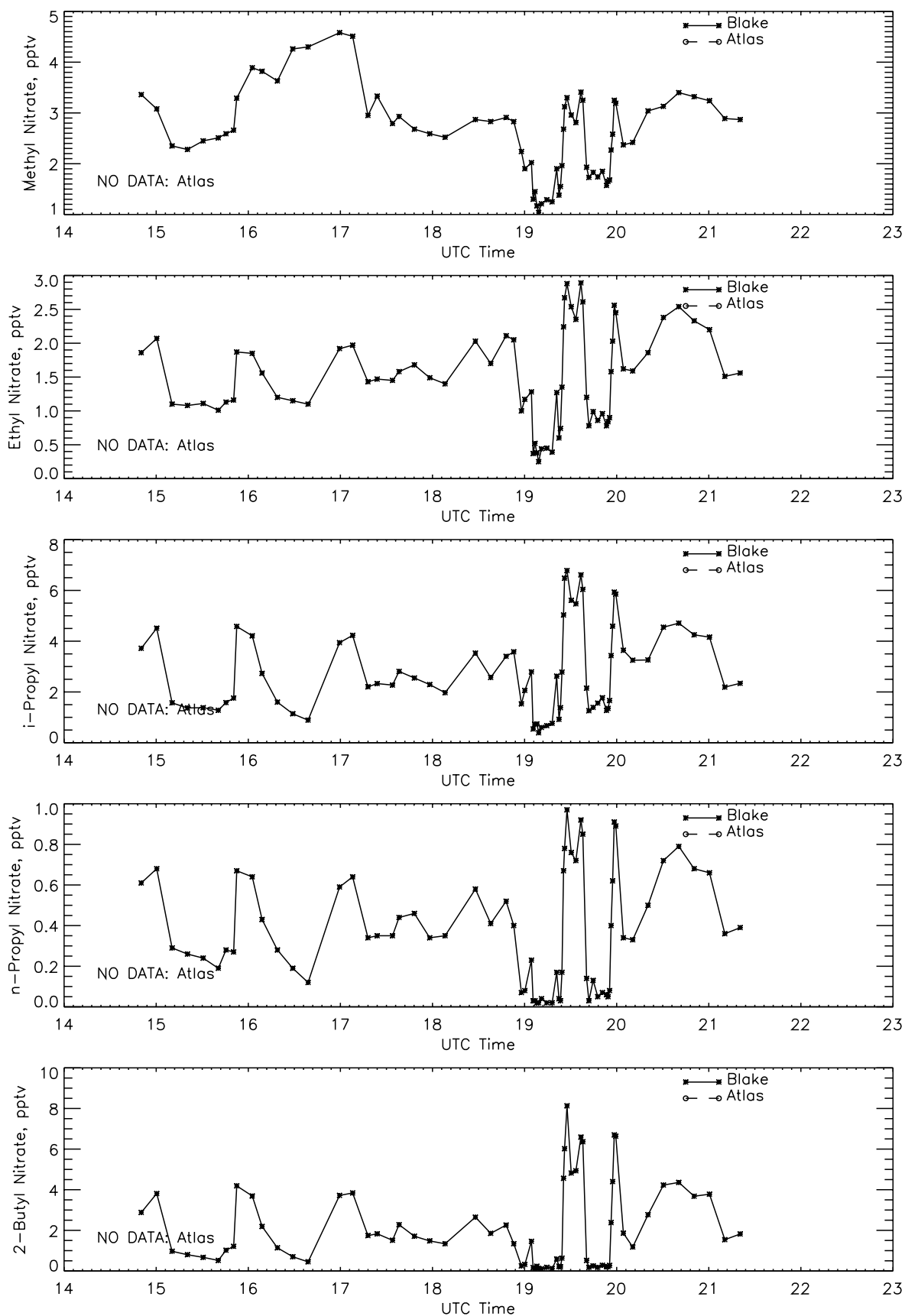
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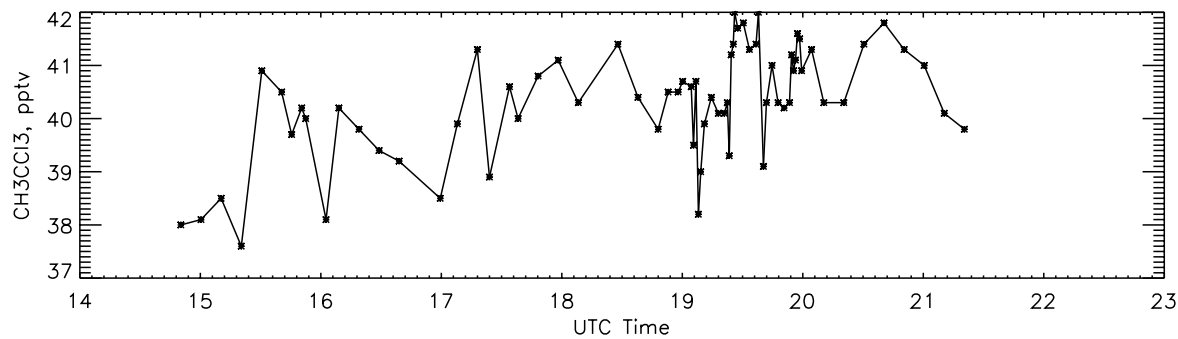
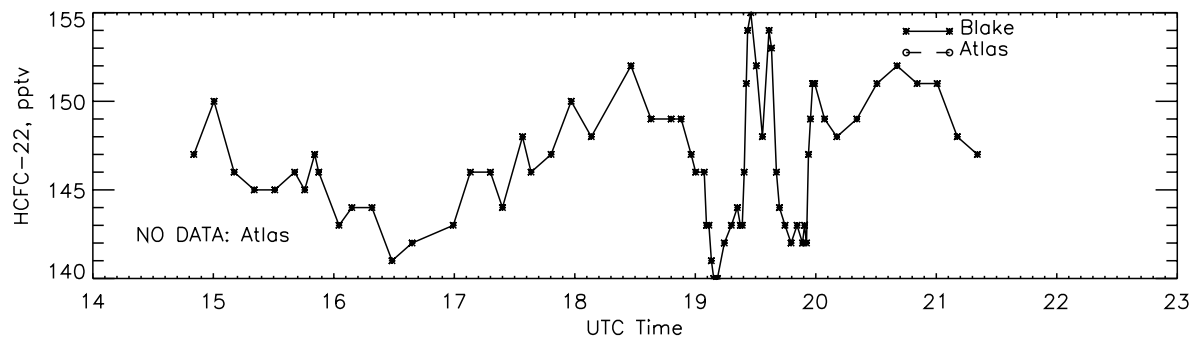
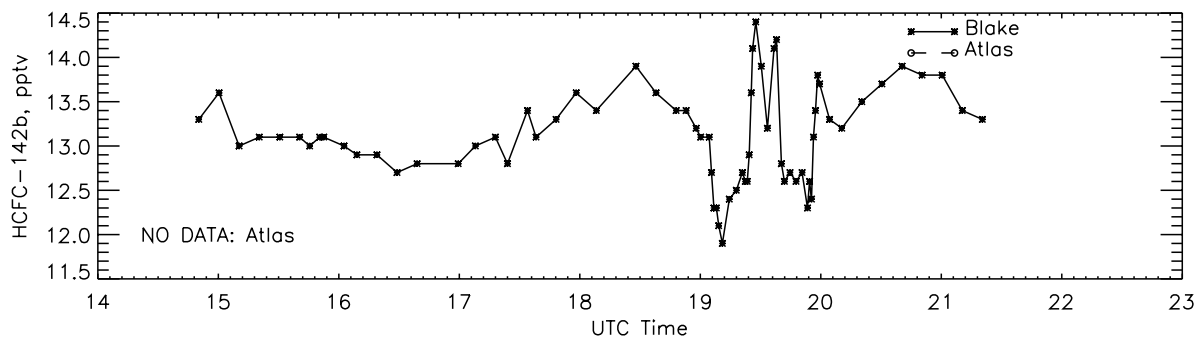
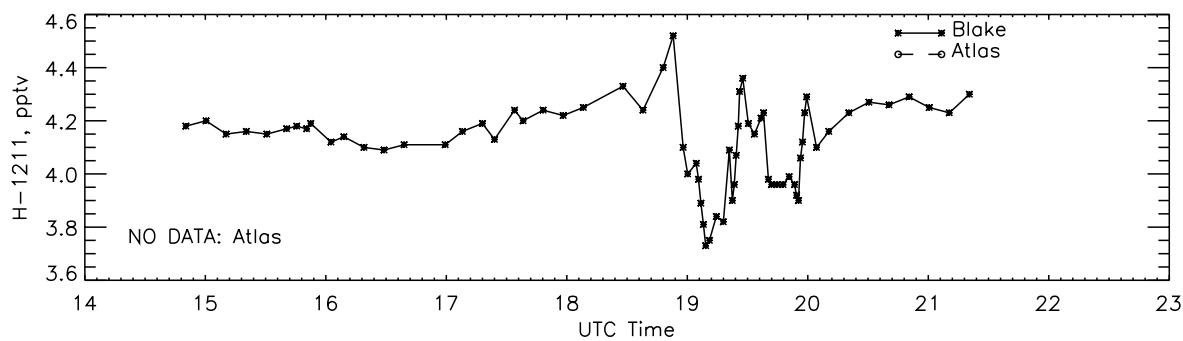
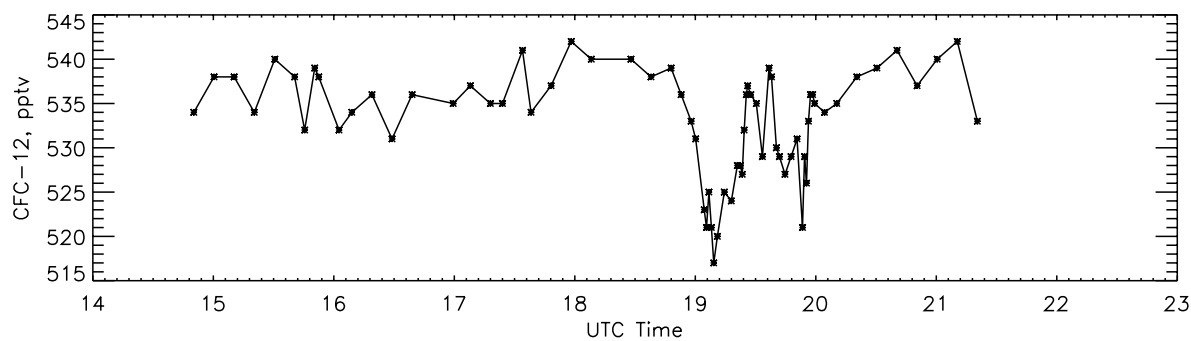
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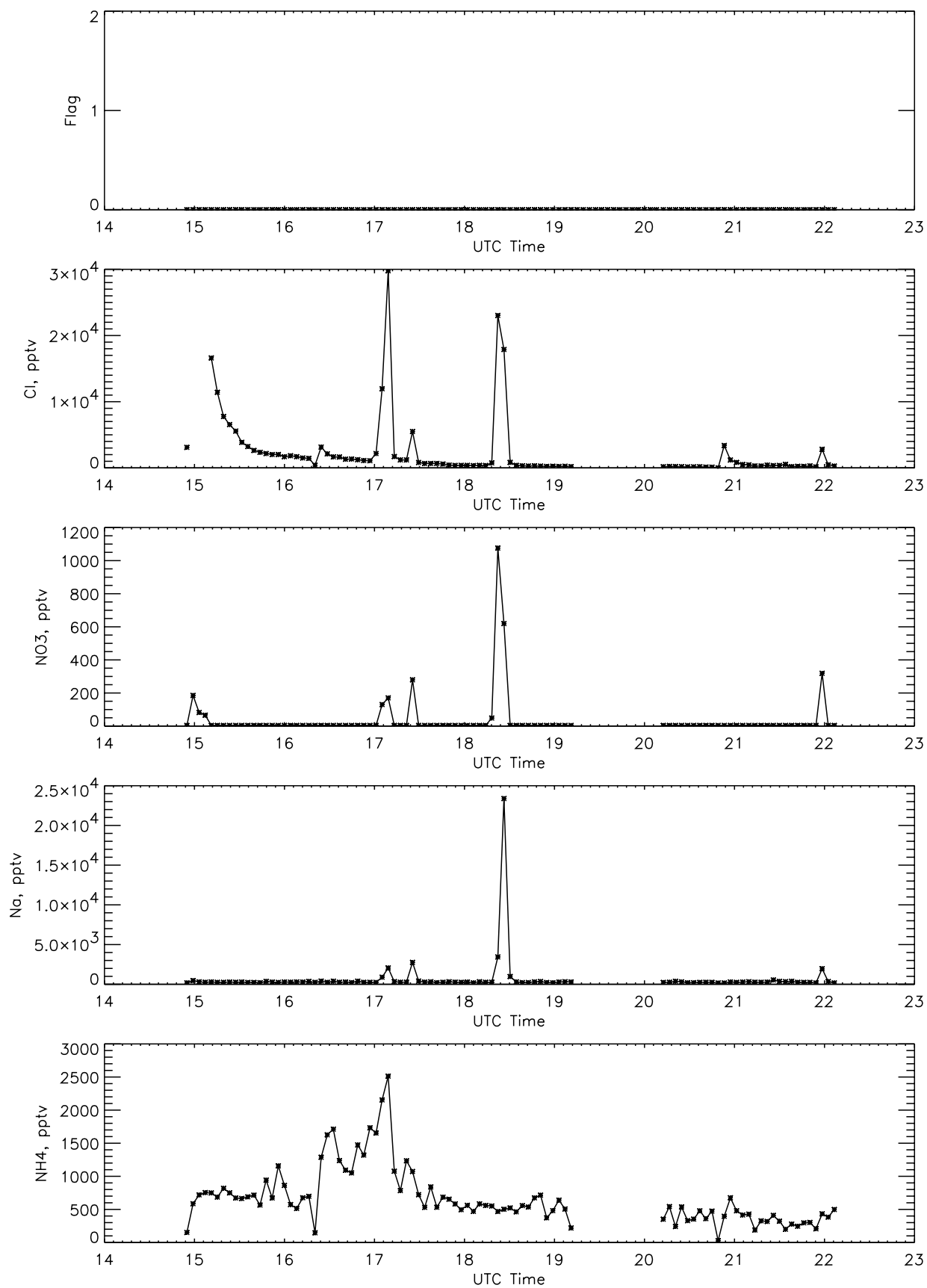
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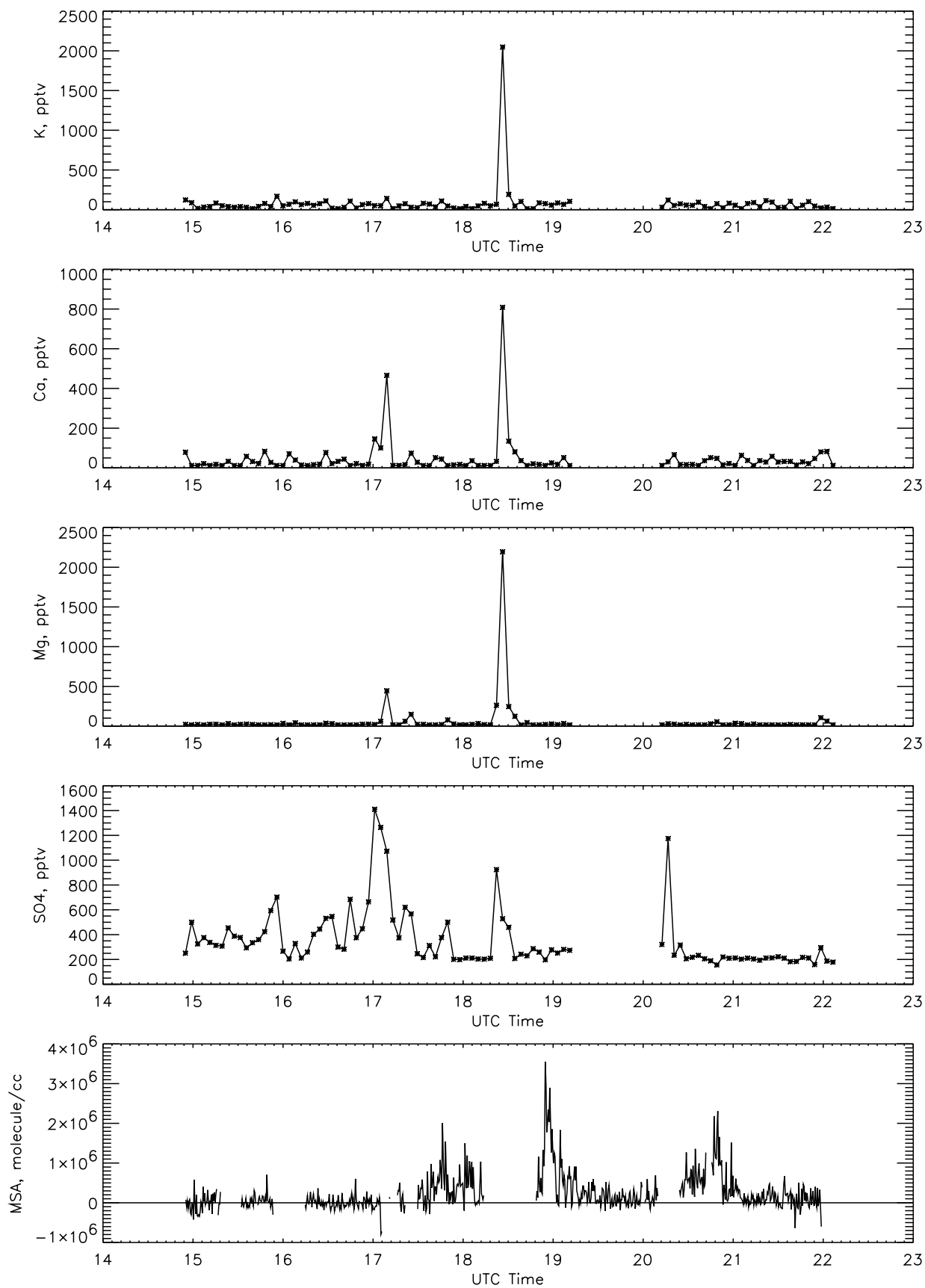
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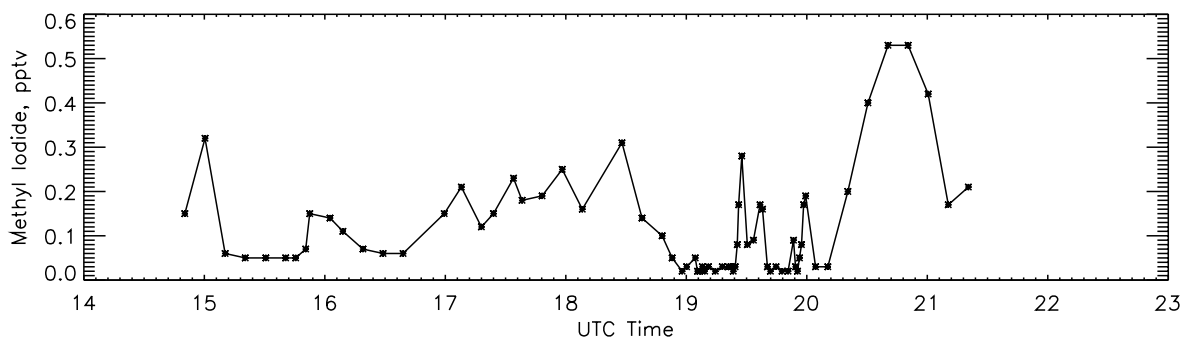
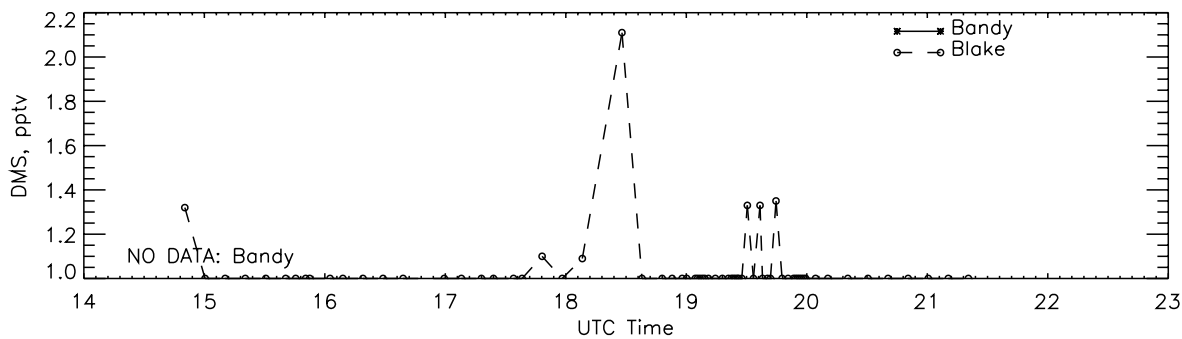
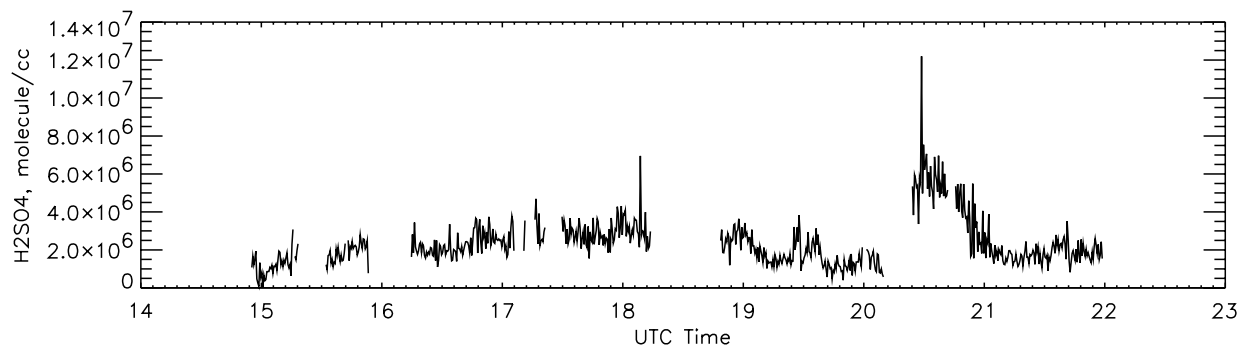
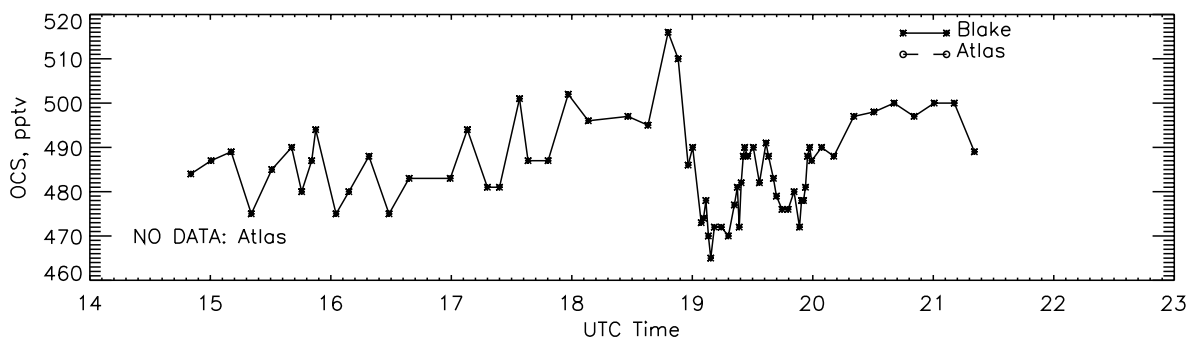
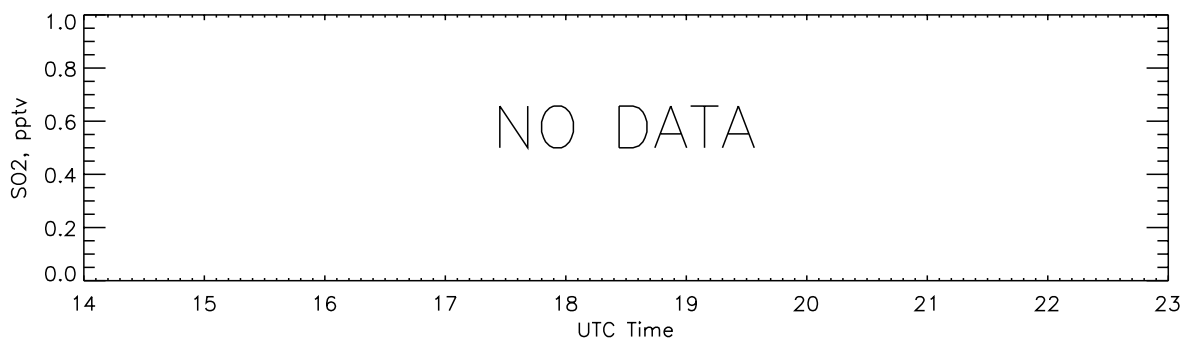
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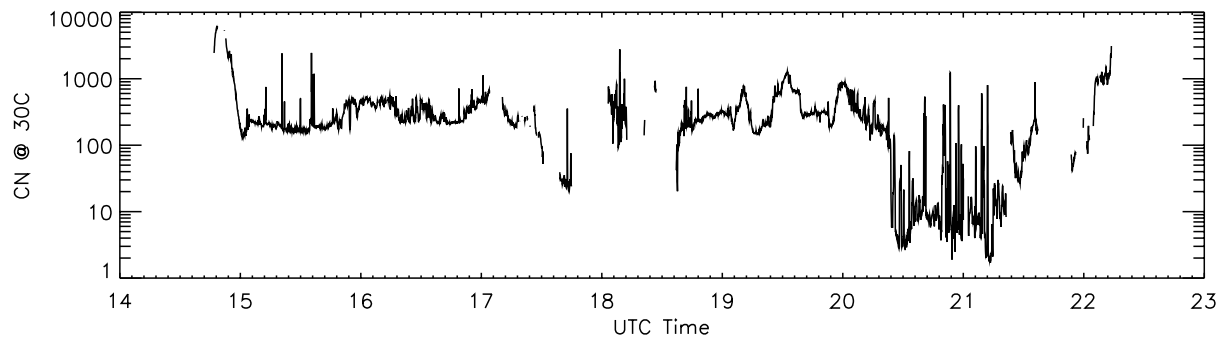
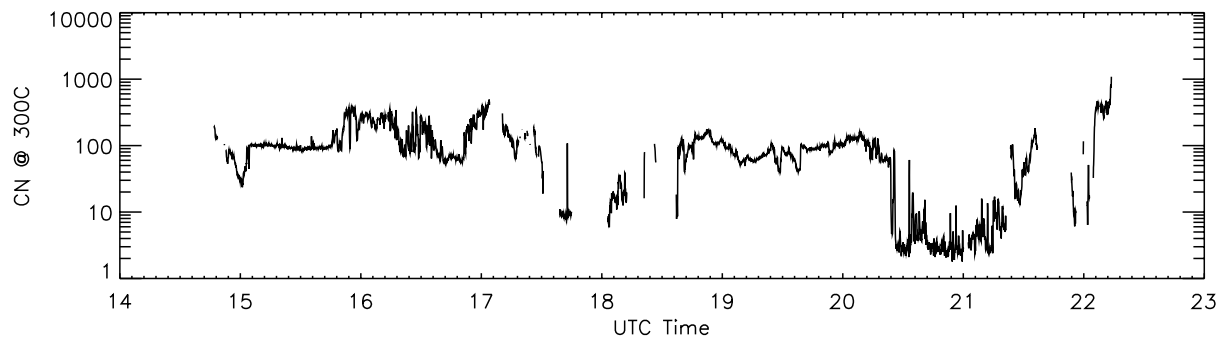
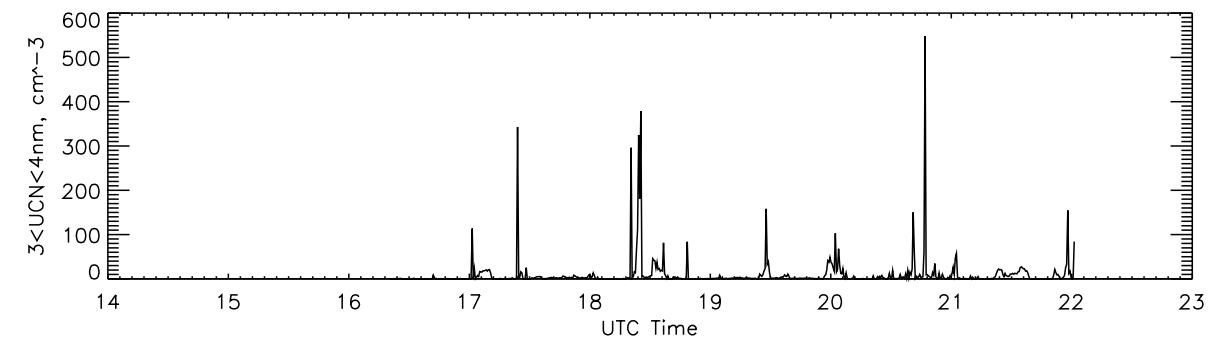
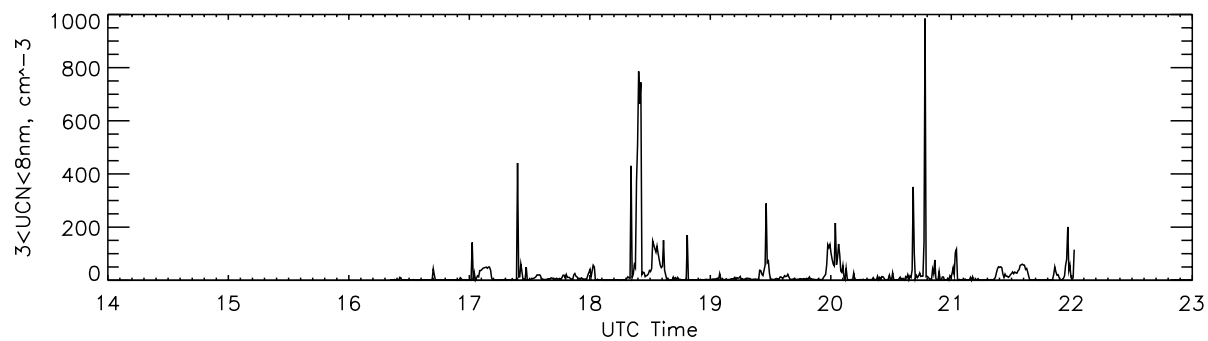
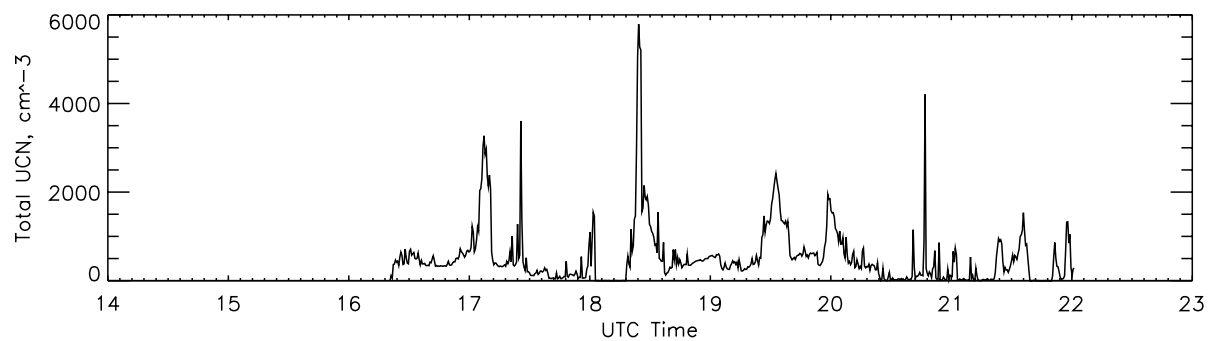


# FINAL DATA: TRACE-P P3-B Flight 04

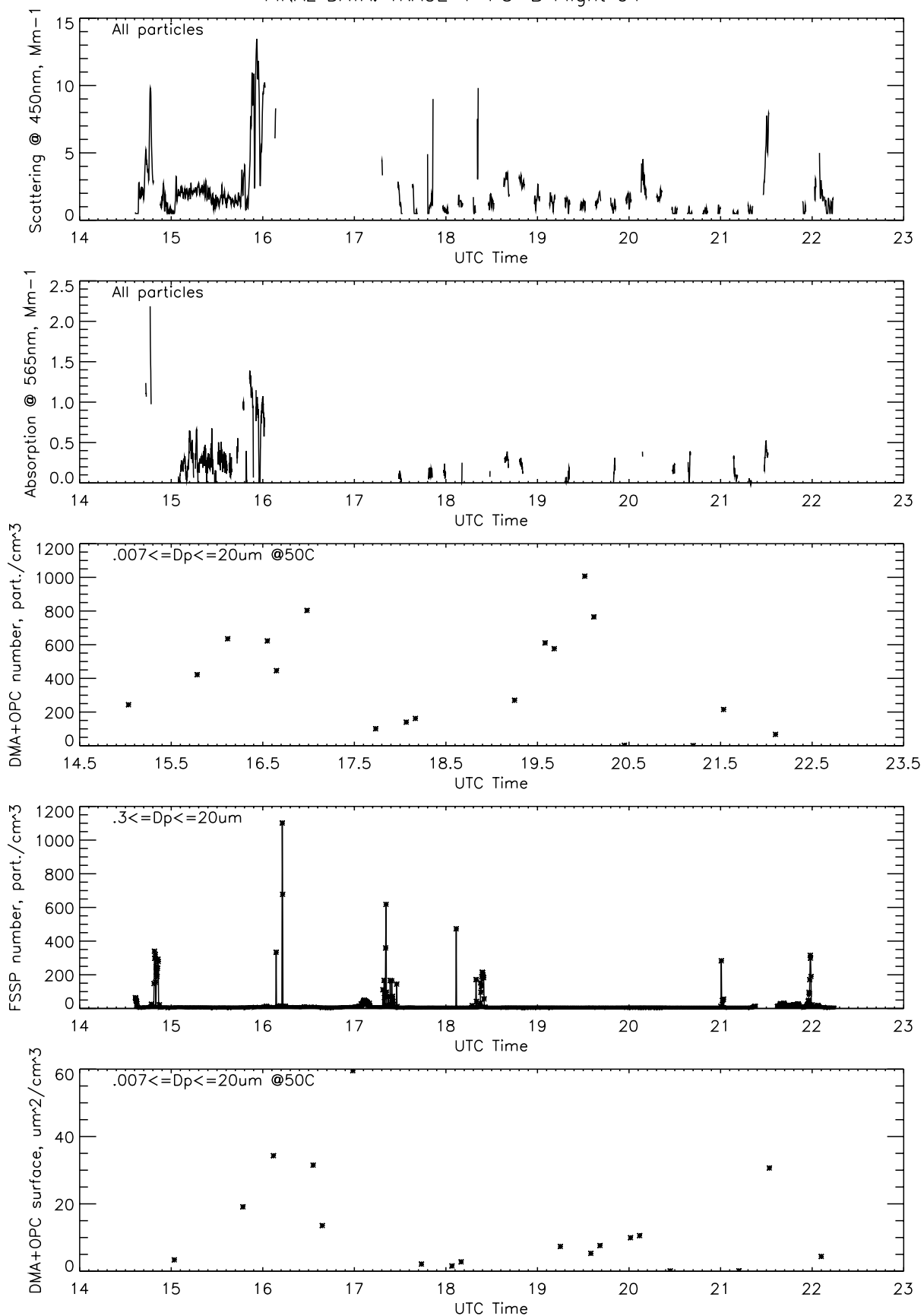




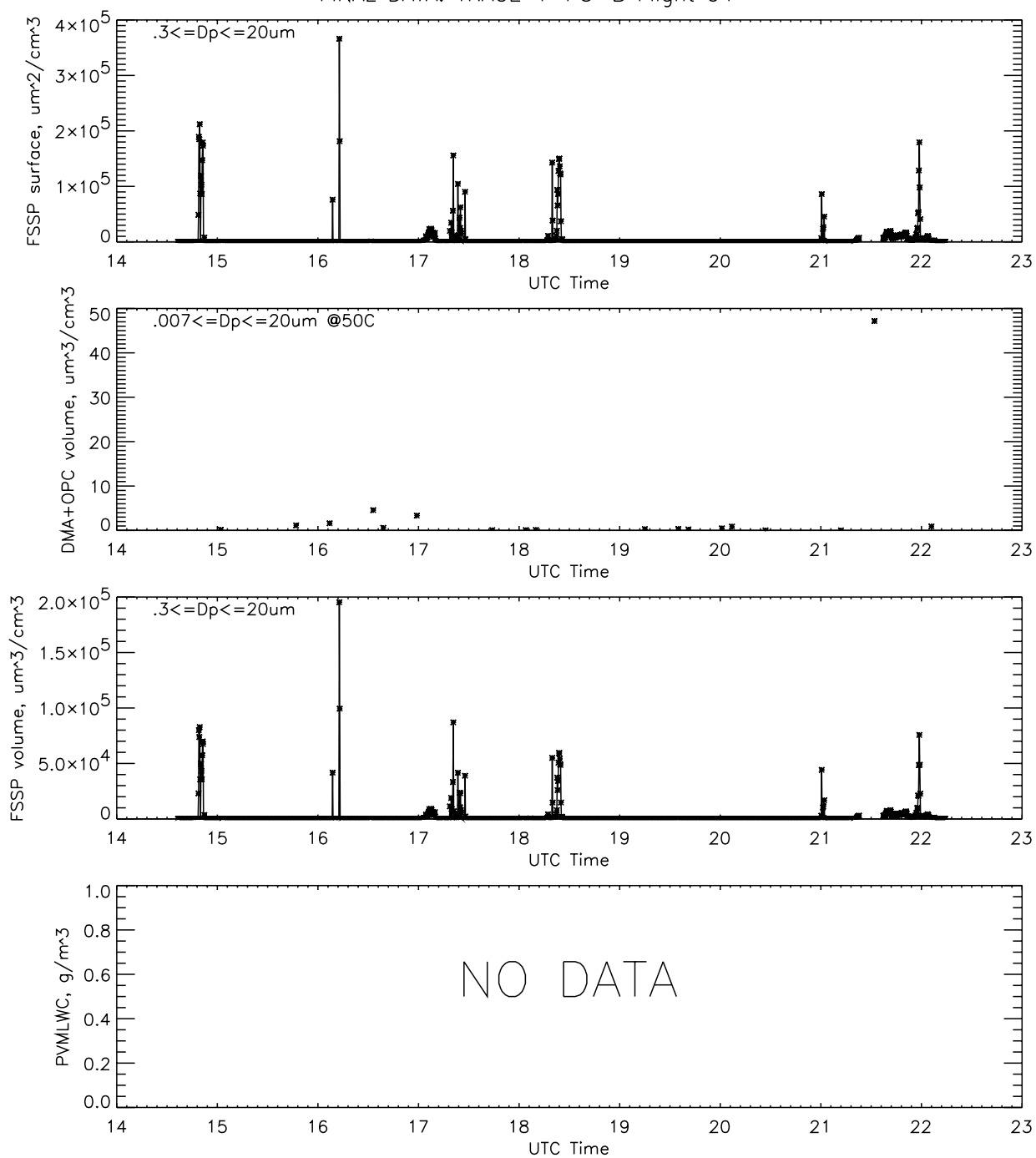
# FINAL DATA: TRACE-P P3-B Flight 04



# FINAL DATA: TRACE-P P3-B Flight 04

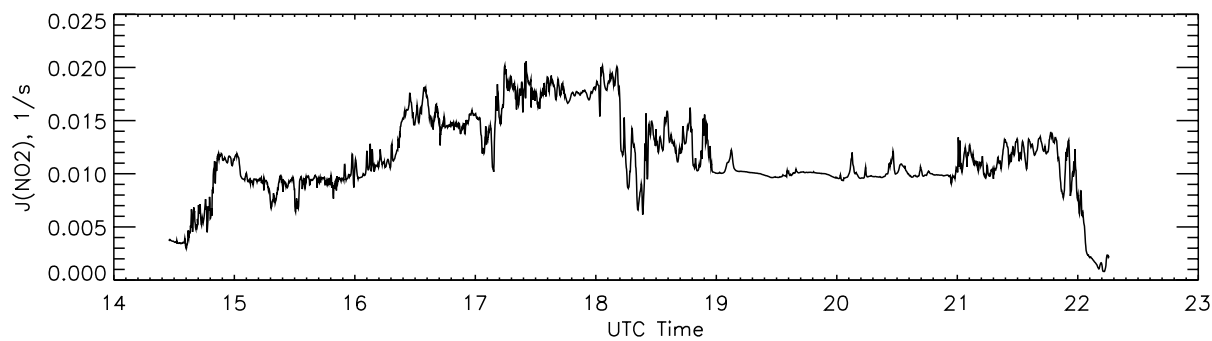
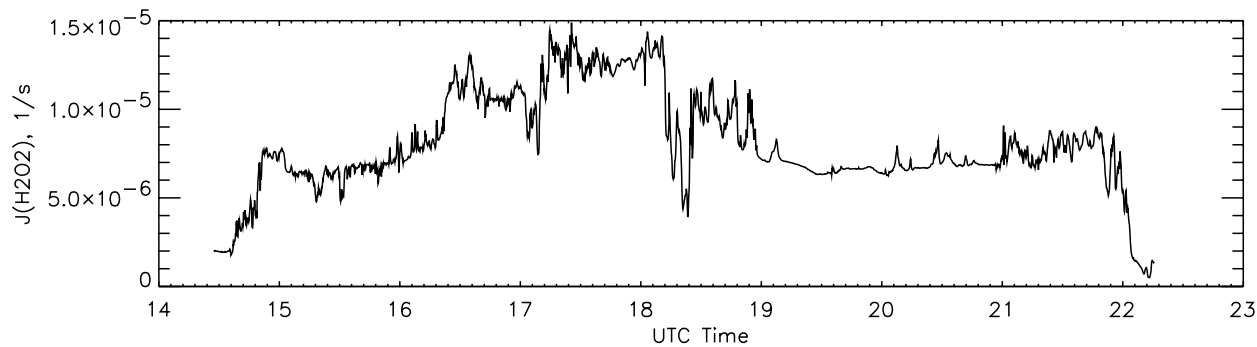
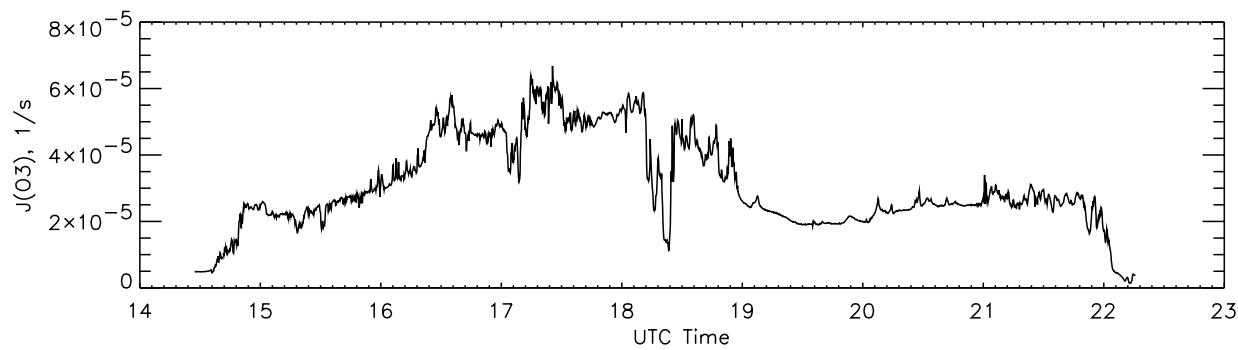
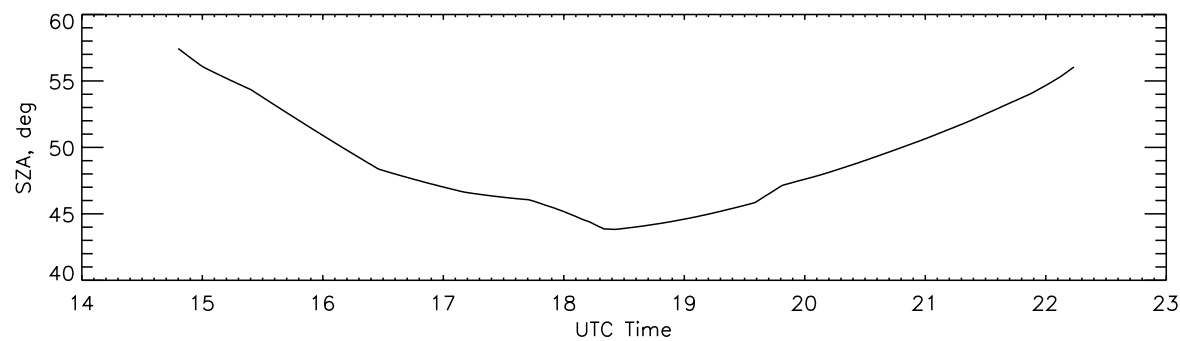
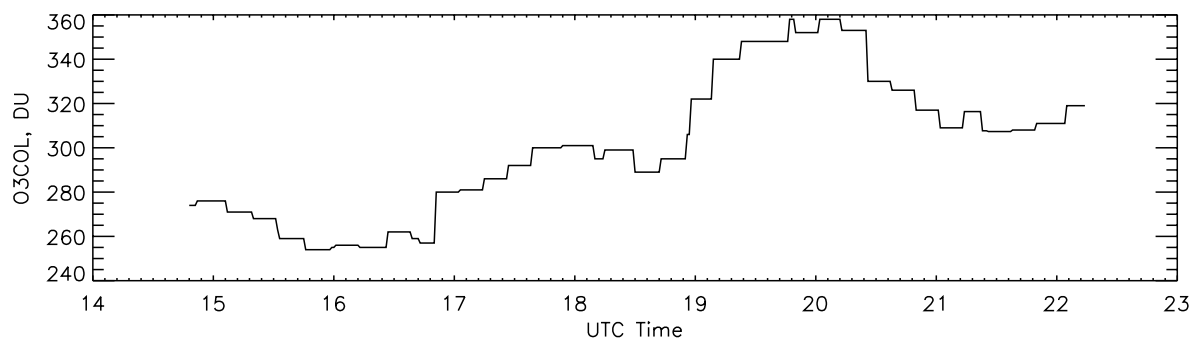


# FINAL DATA: TRACE-P P3-B Flight 04

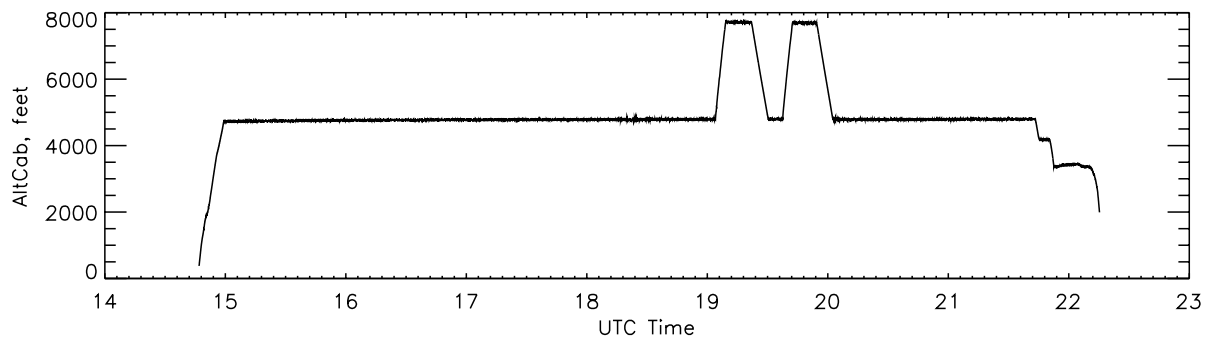
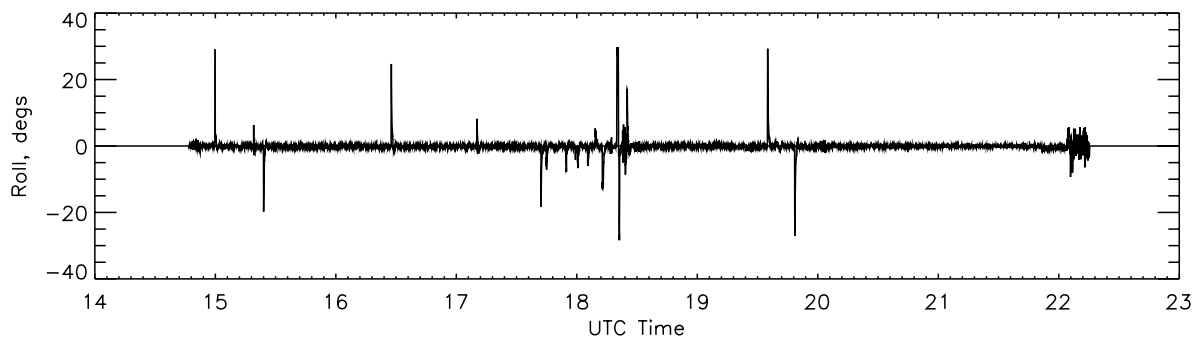
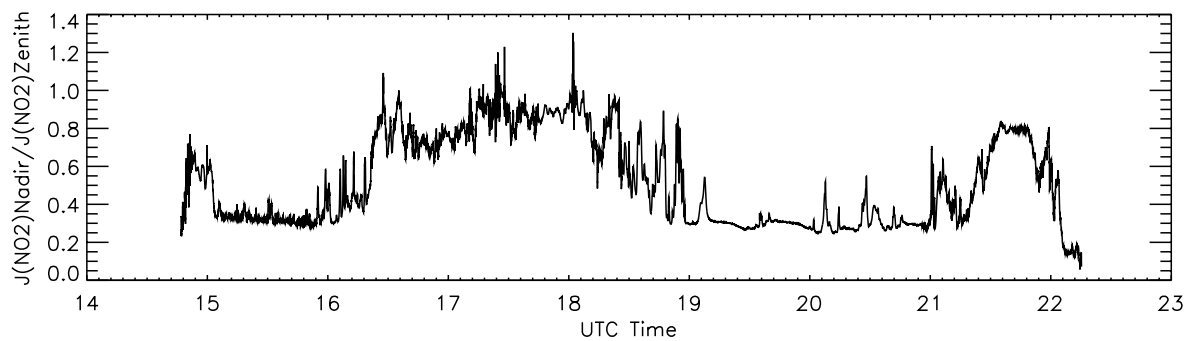
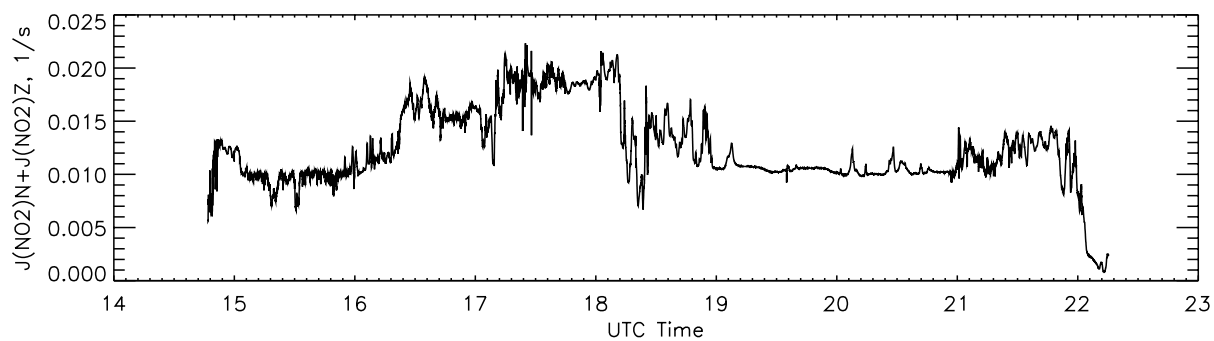


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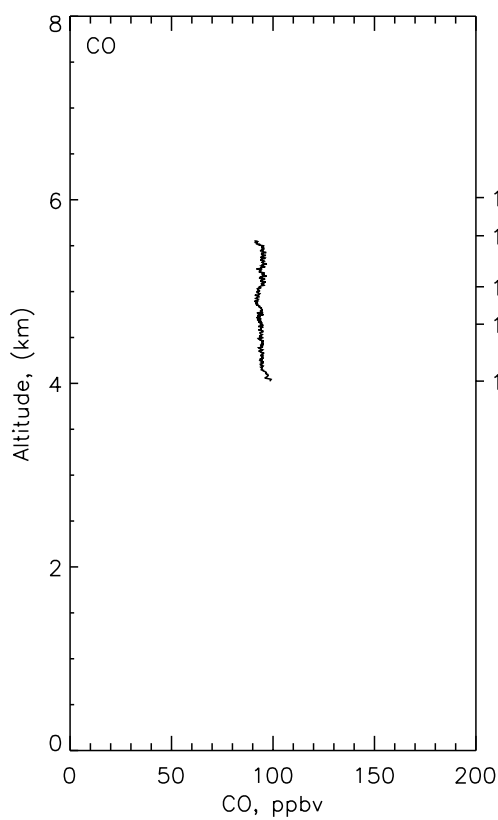
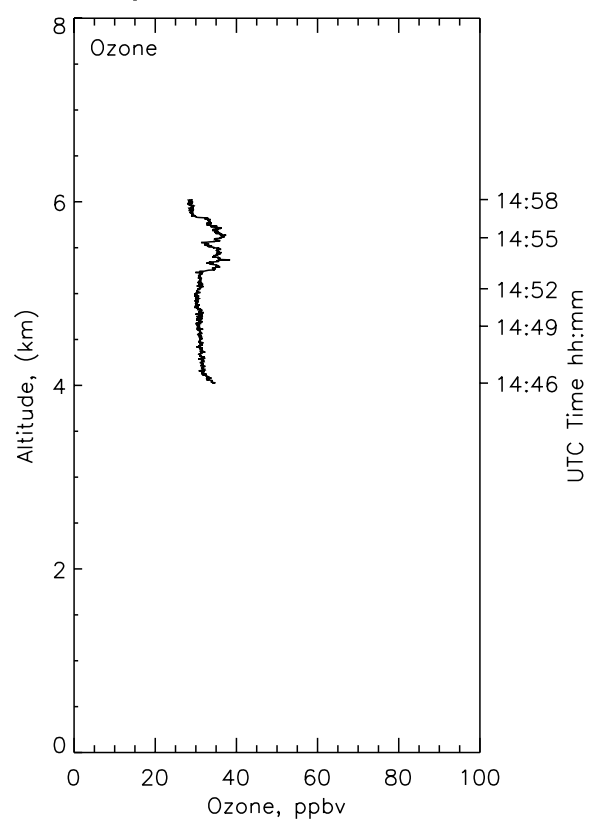
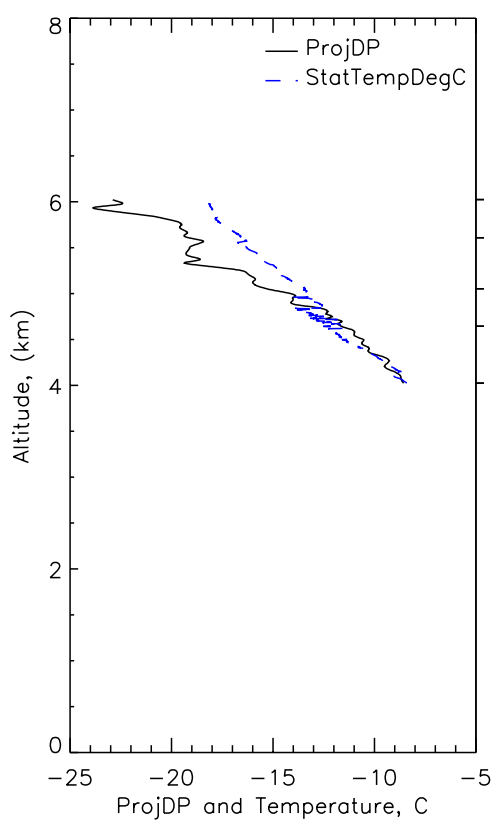
# FINAL DATA: TRACE-P P3-B Flight 04



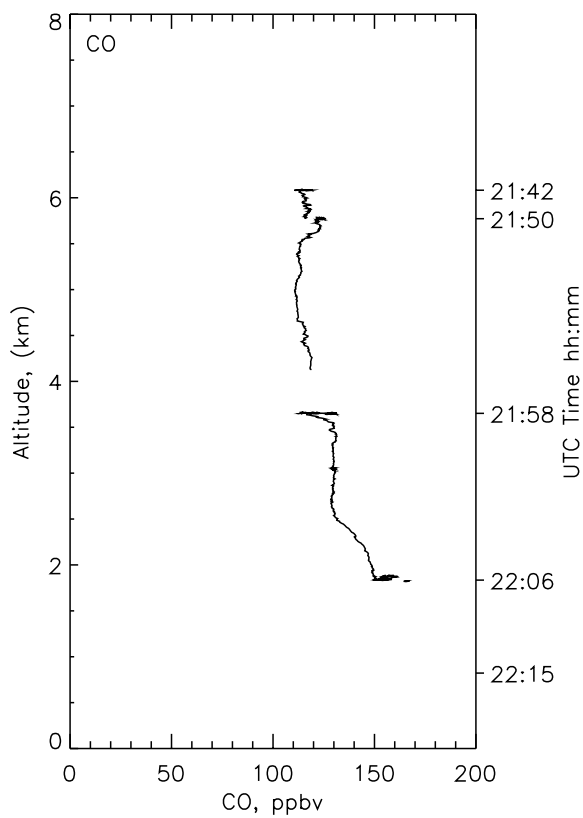
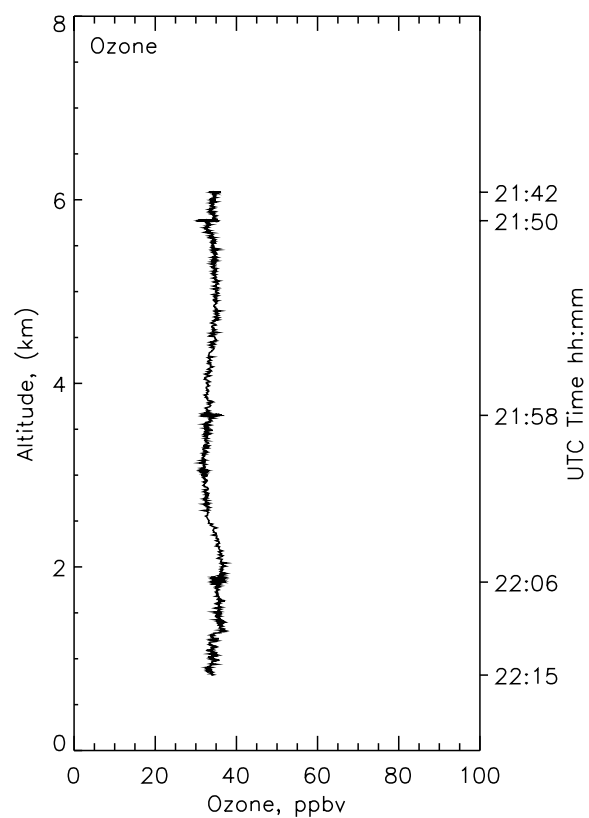
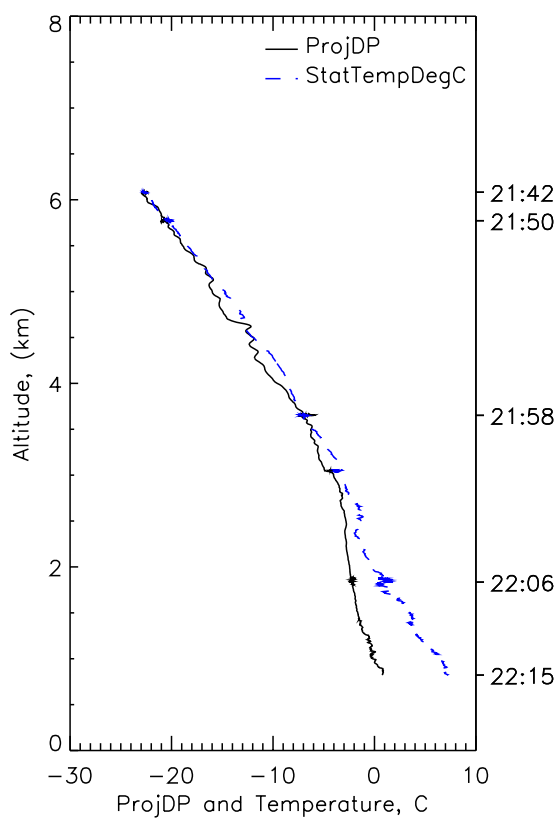
# FINAL DATA: TRACE-P P3-B Flight 04



# Profile # 1 TRACE-P P3-B Flight 04



# Profile # 2 TRACE-P P3-B Flight 04



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 5P

Transit: Palmdale, CA to Kona, HI

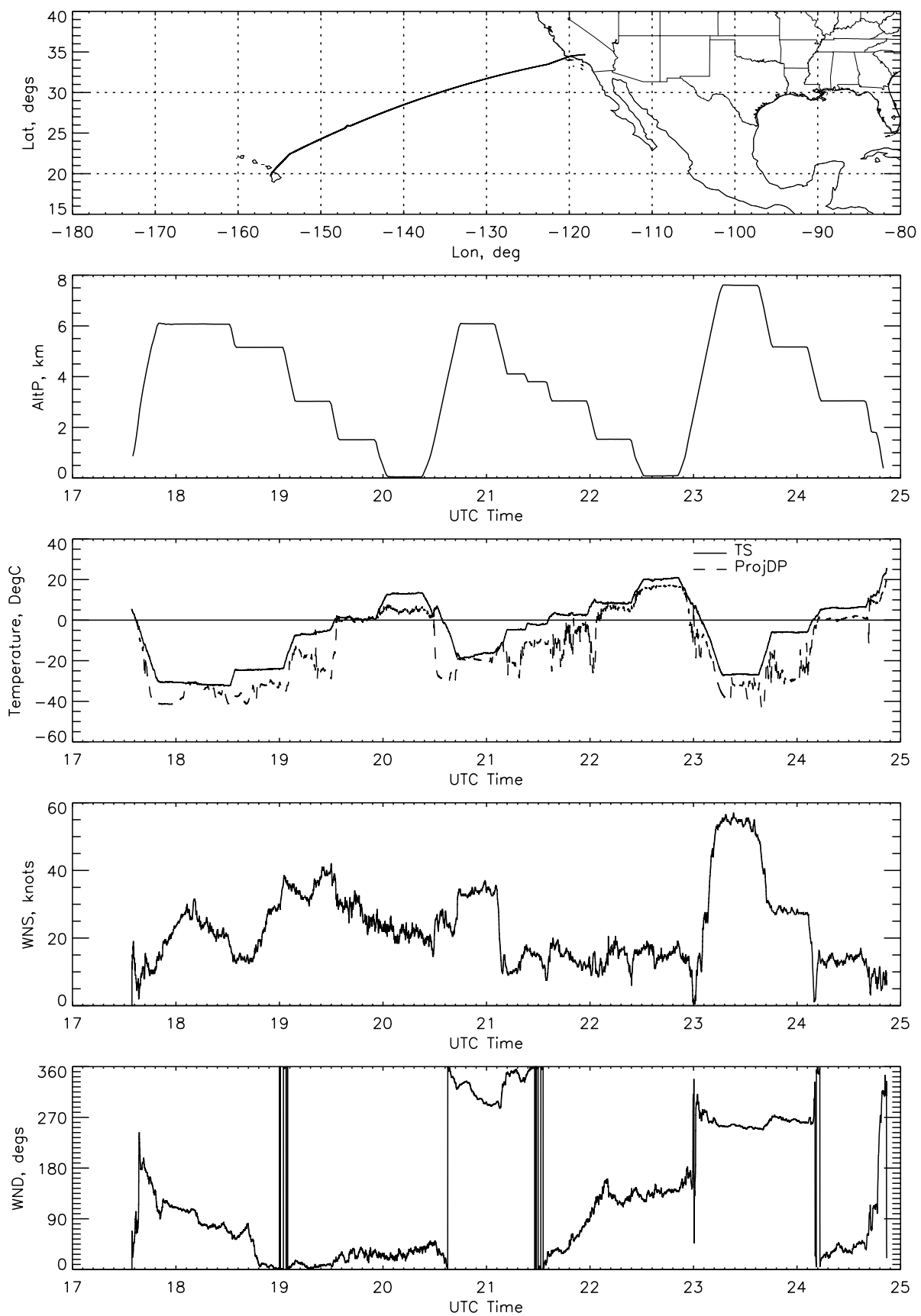
Aged Asian Pollution

February 26, 2001

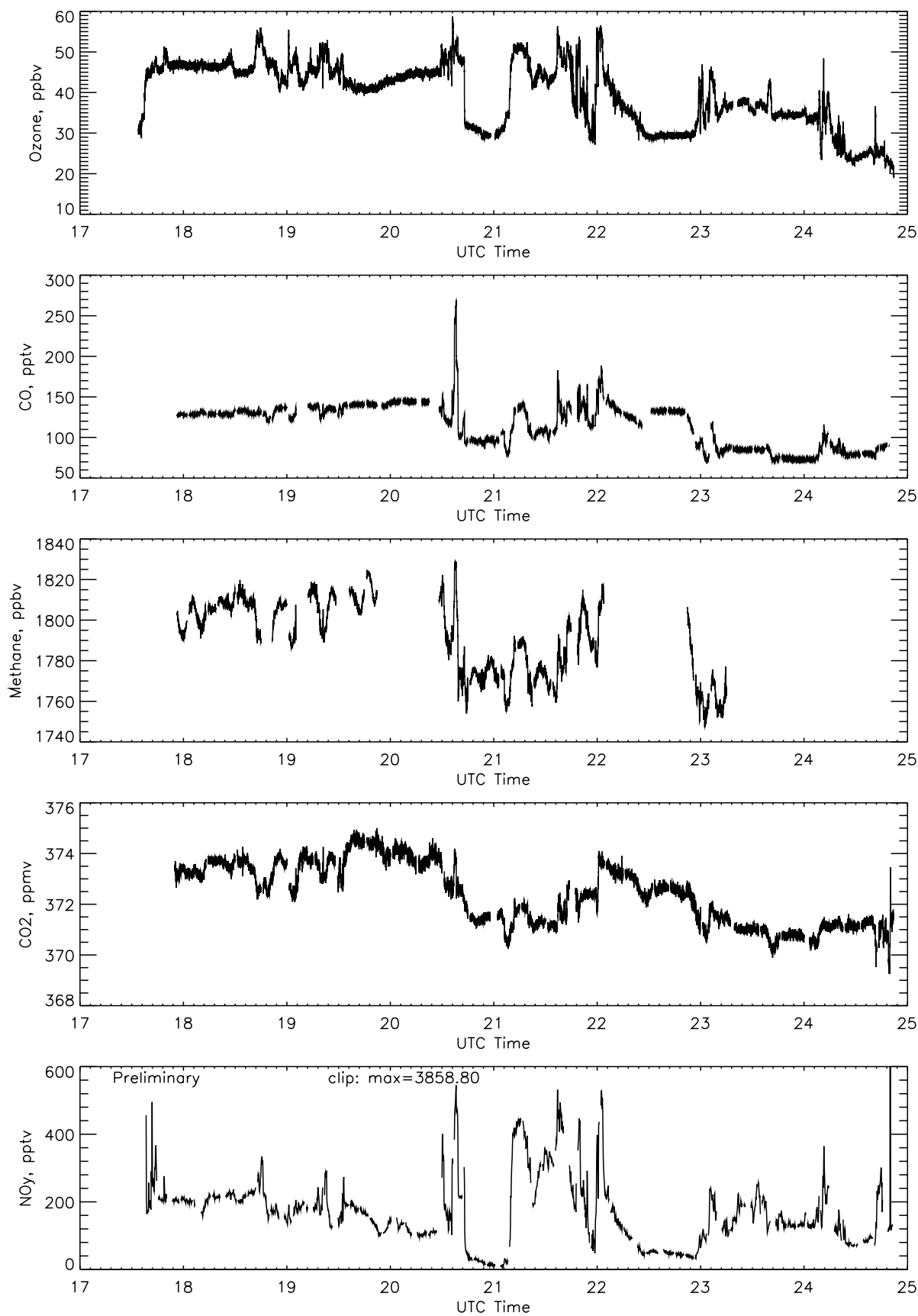




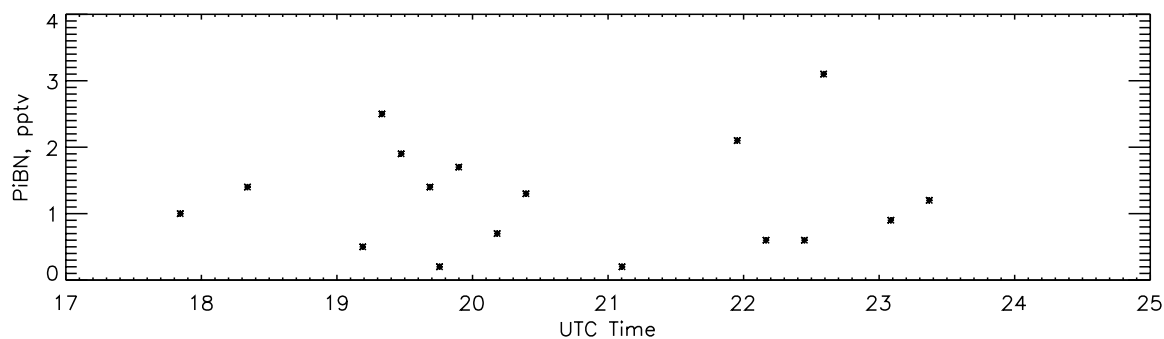
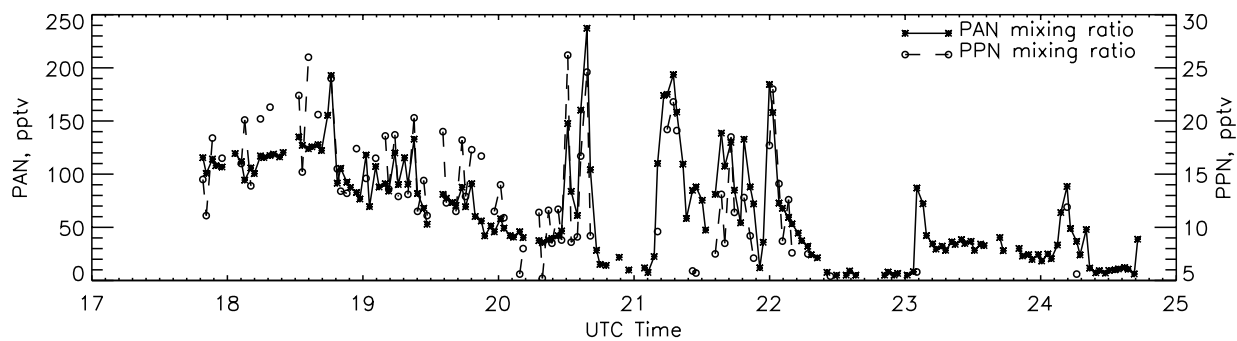
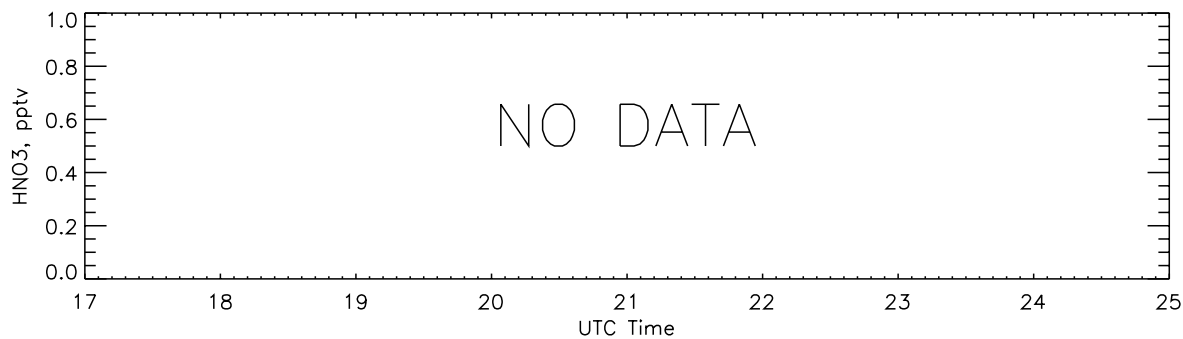
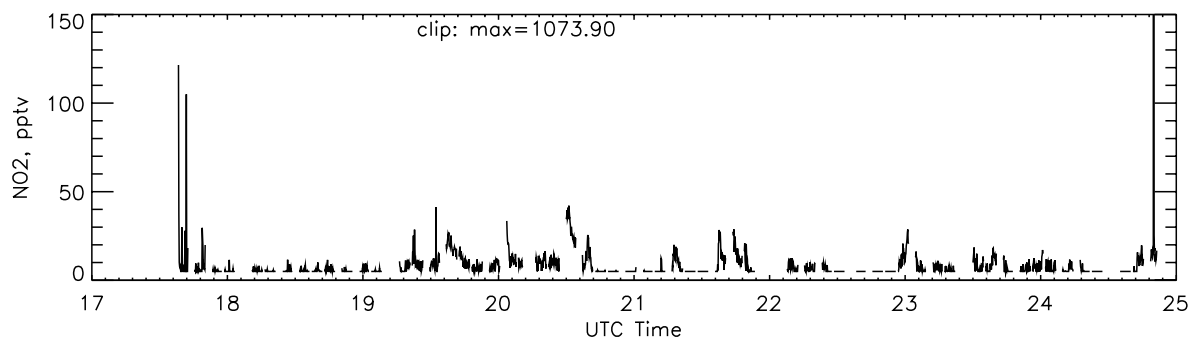
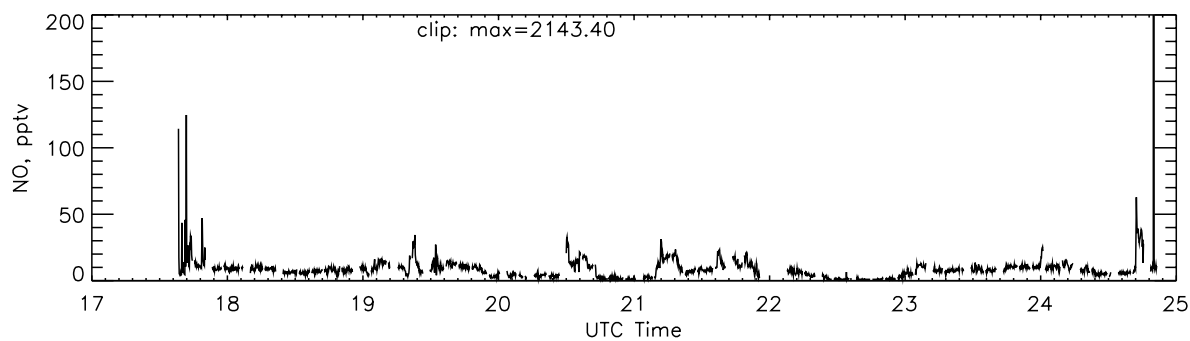
# FINAL DATA: TRACE-P P3-B Flight 05



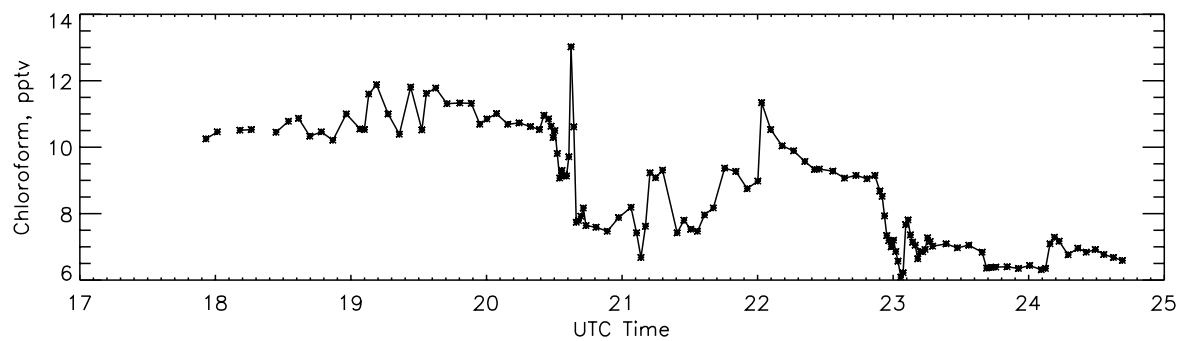
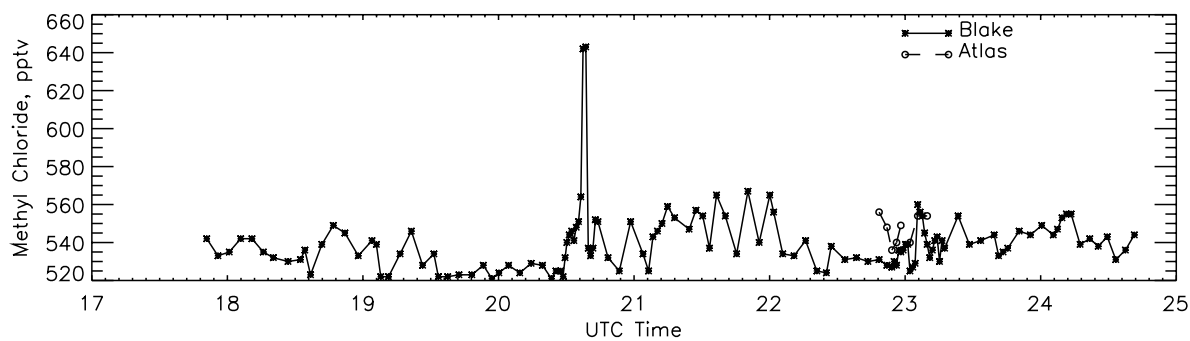
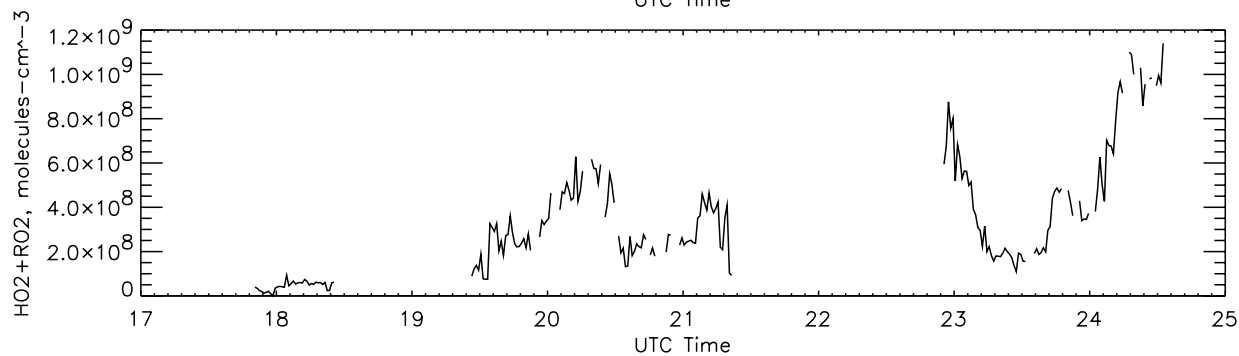
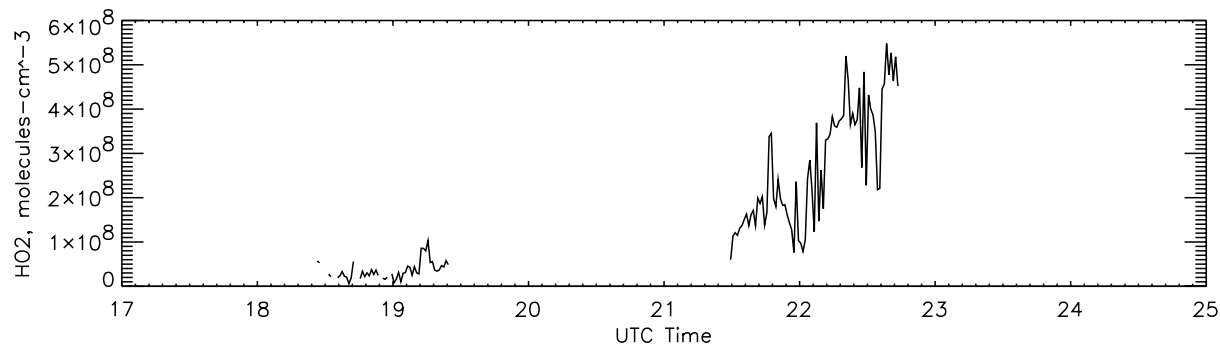
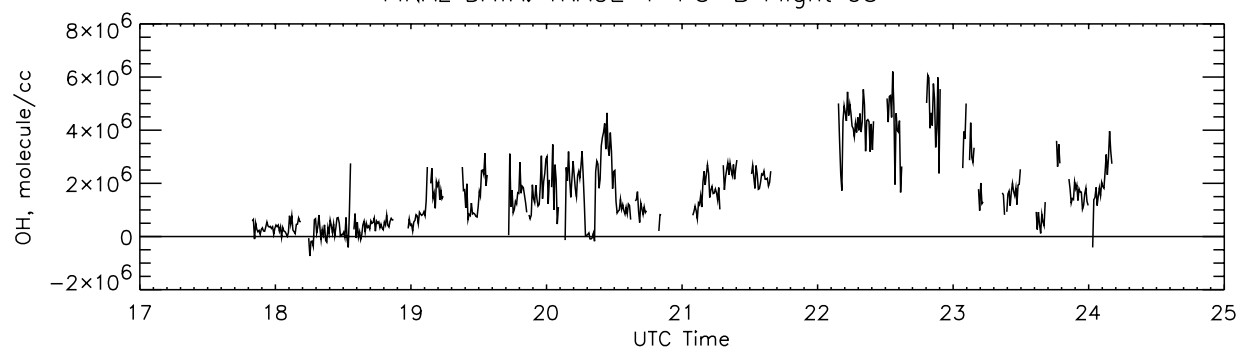
# FINAL DATA: TRACE-P P3-B Flight 05



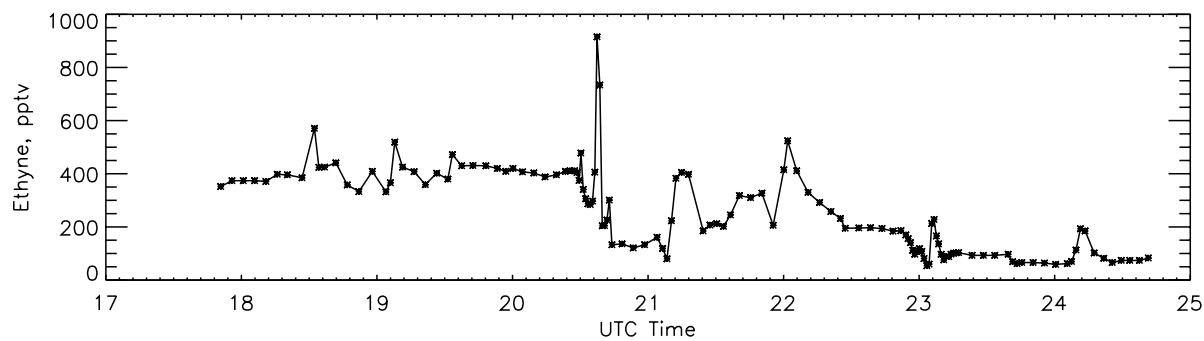
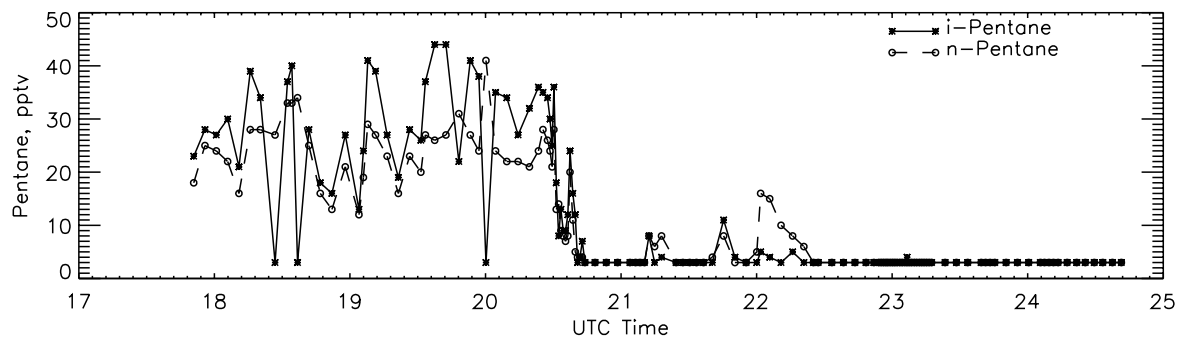
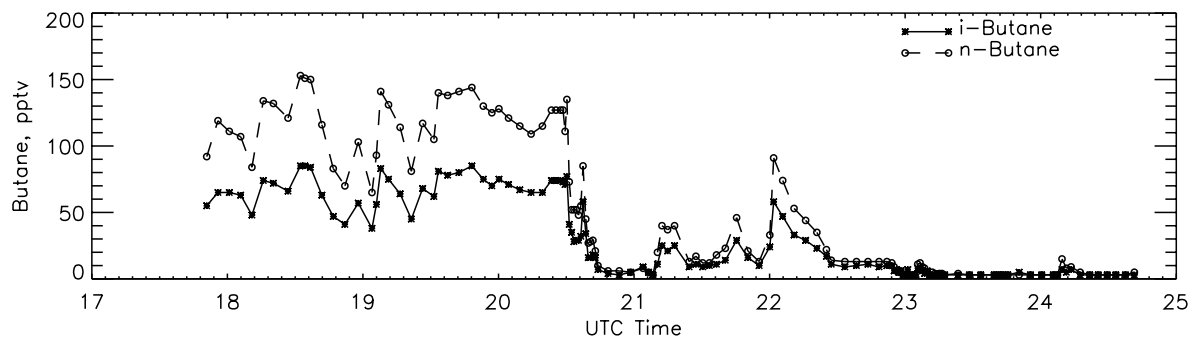
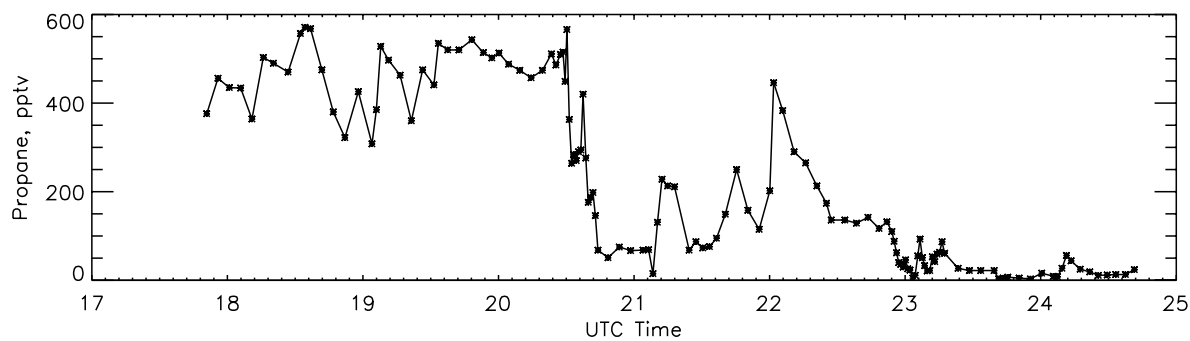
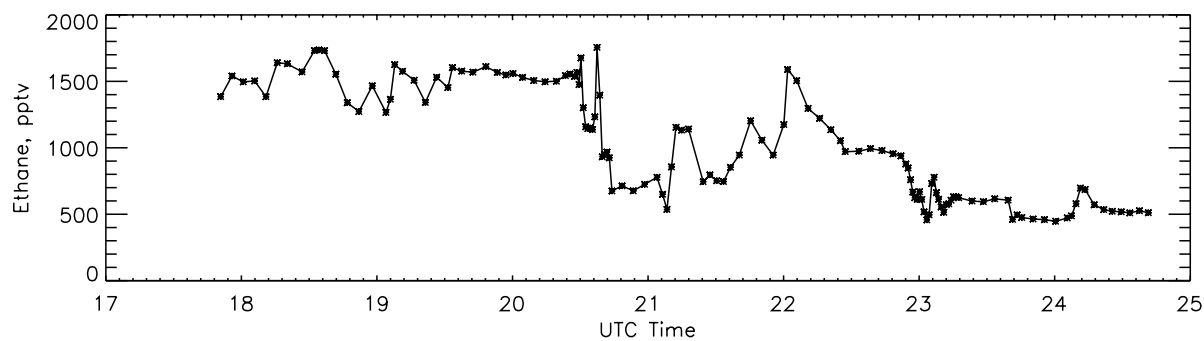
# FINAL DATA: TRACE-P P3-B Flight 05



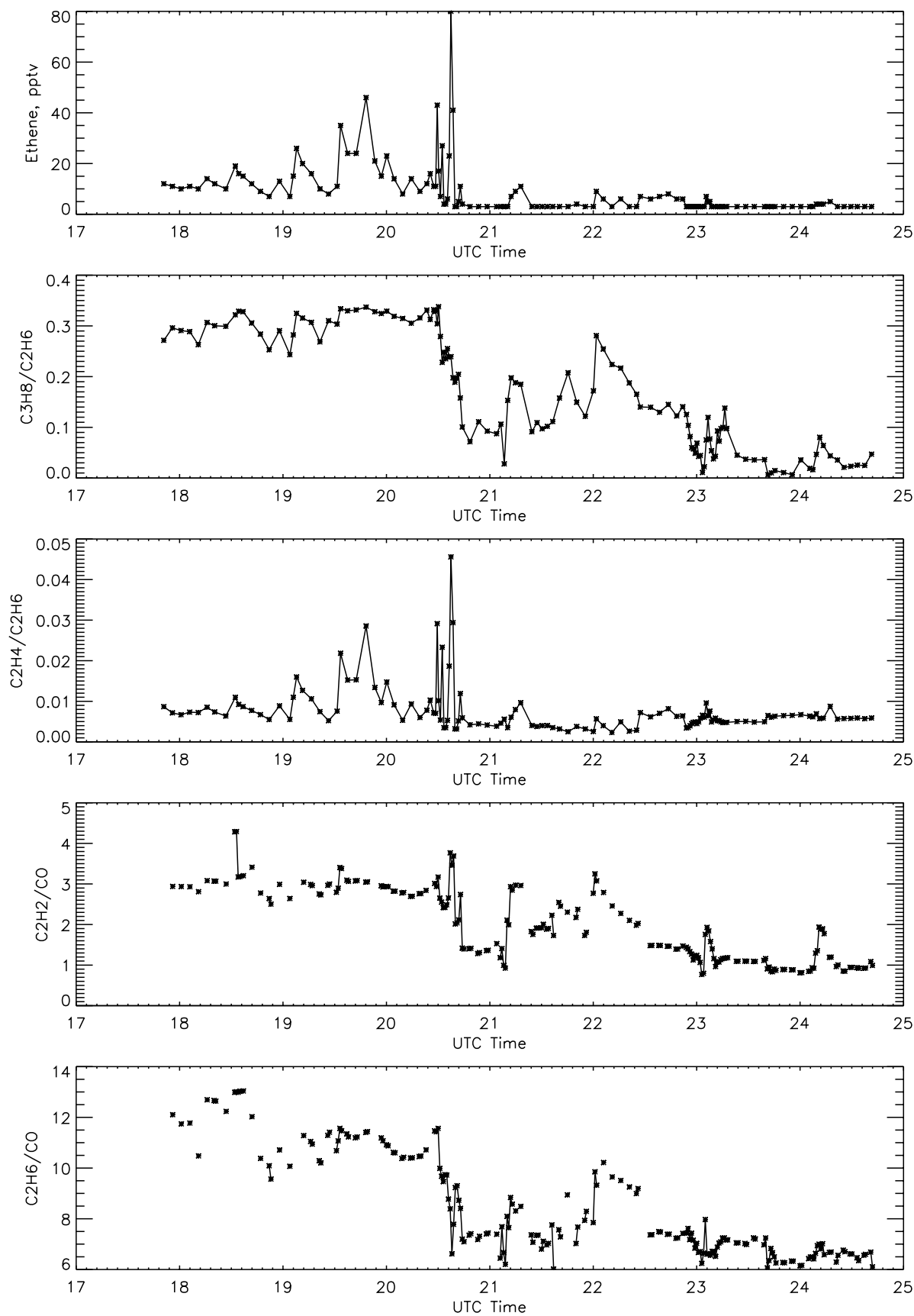
# FINAL DATA: TRACE-P P3-B Flight 05



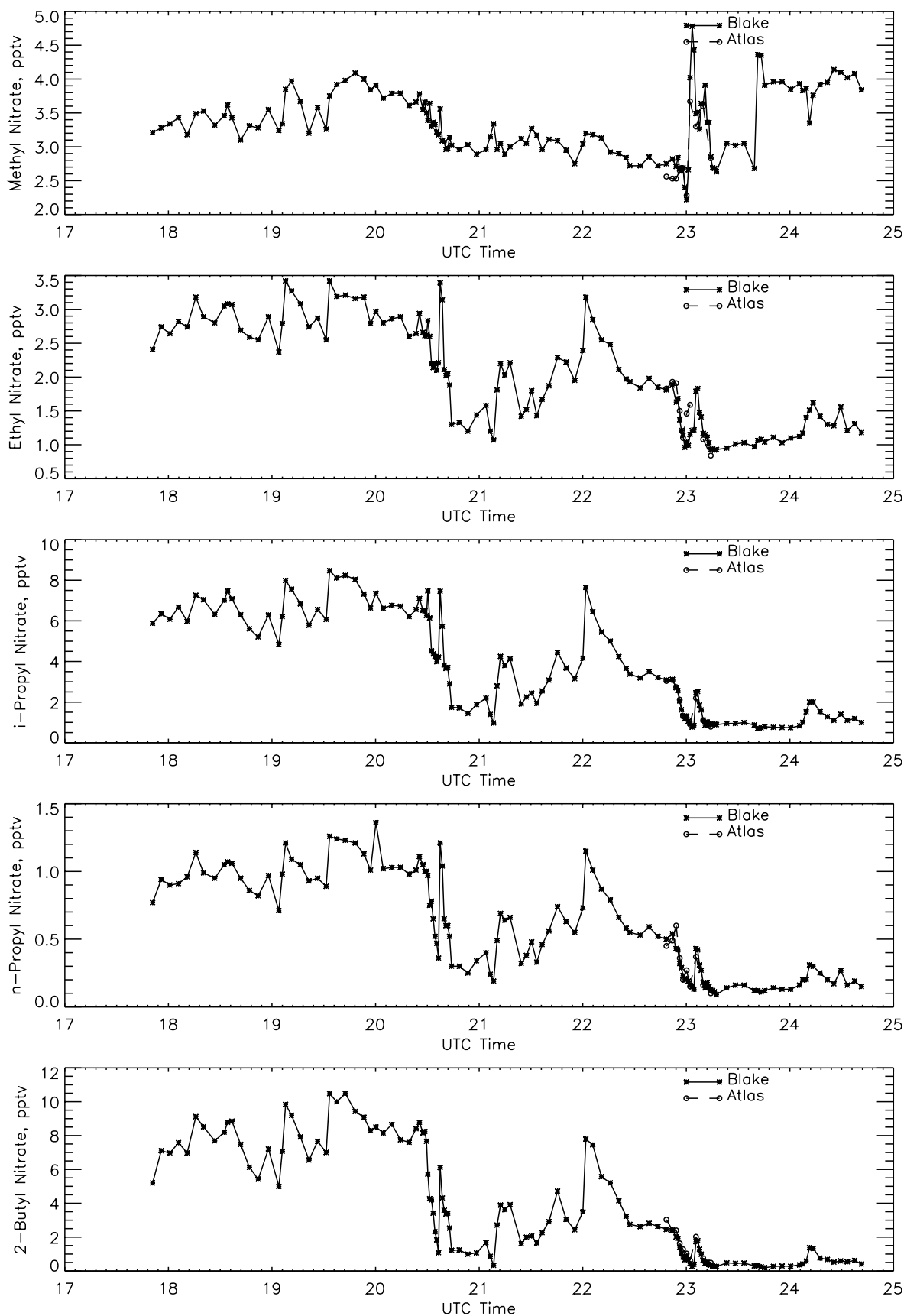
# FINAL DATA: TRACE-P P3-B Flight 05



# FINAL DATA: TRACE-P P3-B Flight 05

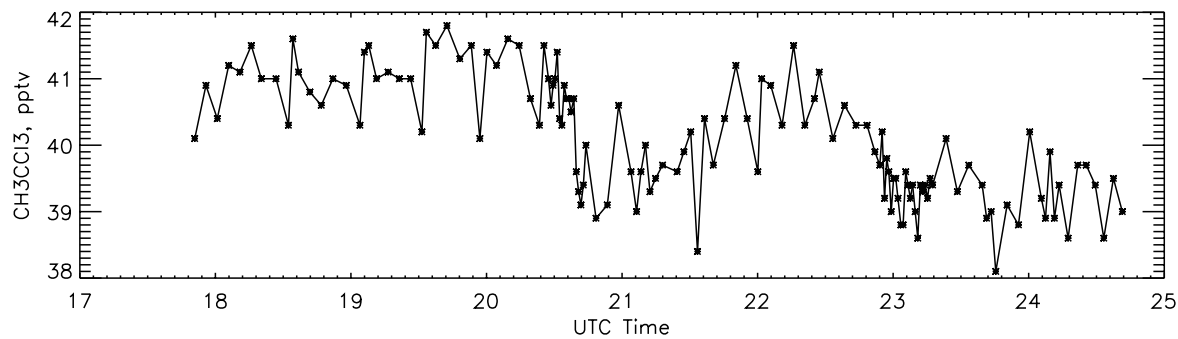
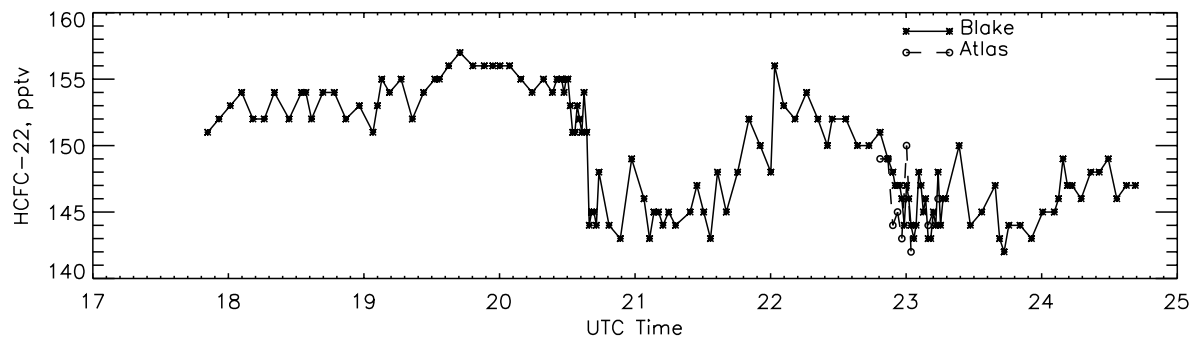
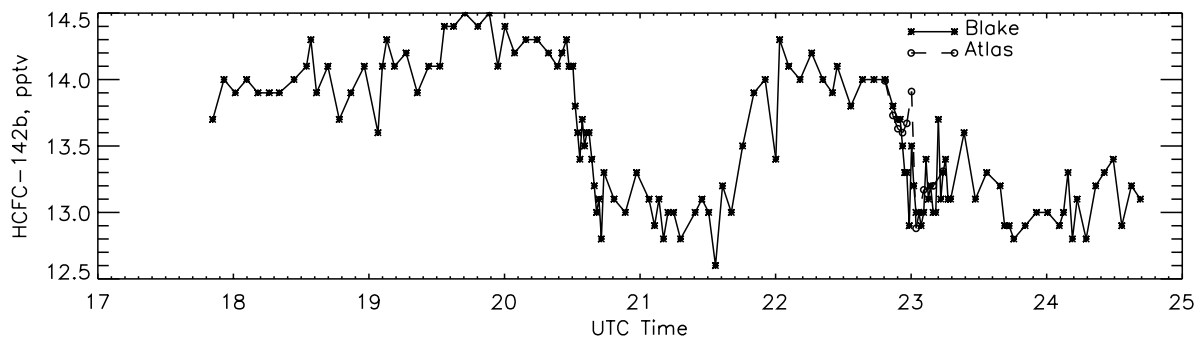
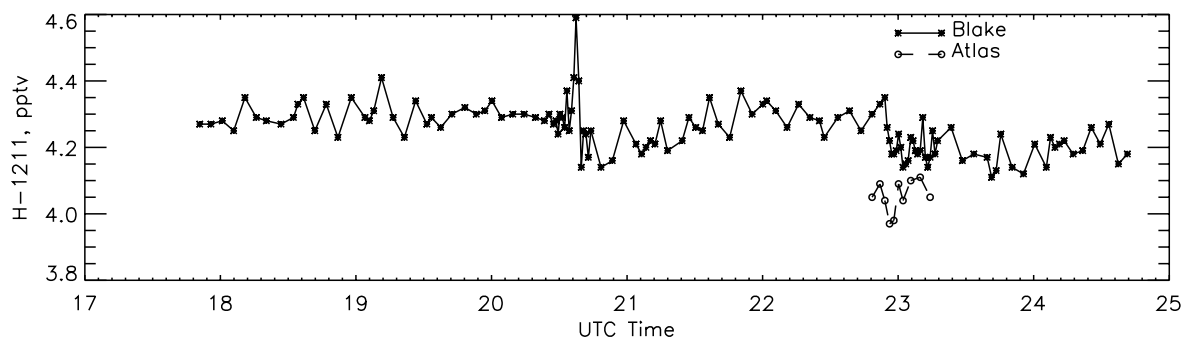
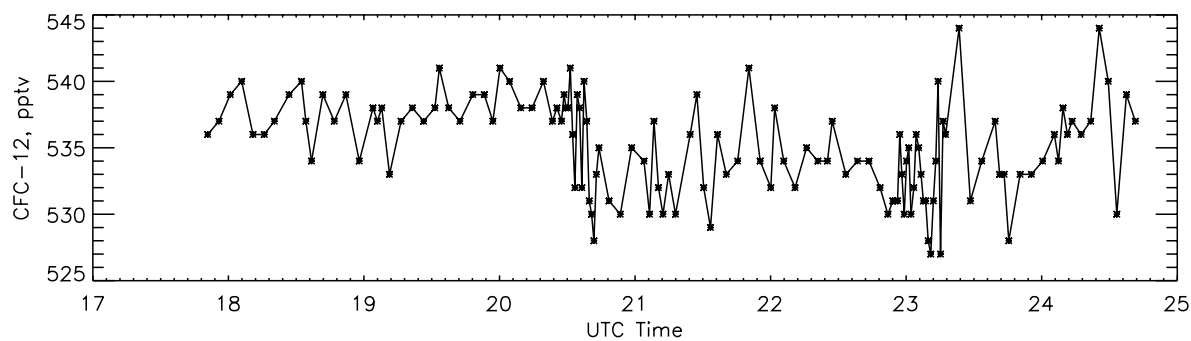


# FINAL DATA: TRACE-P P3-B Flight 05

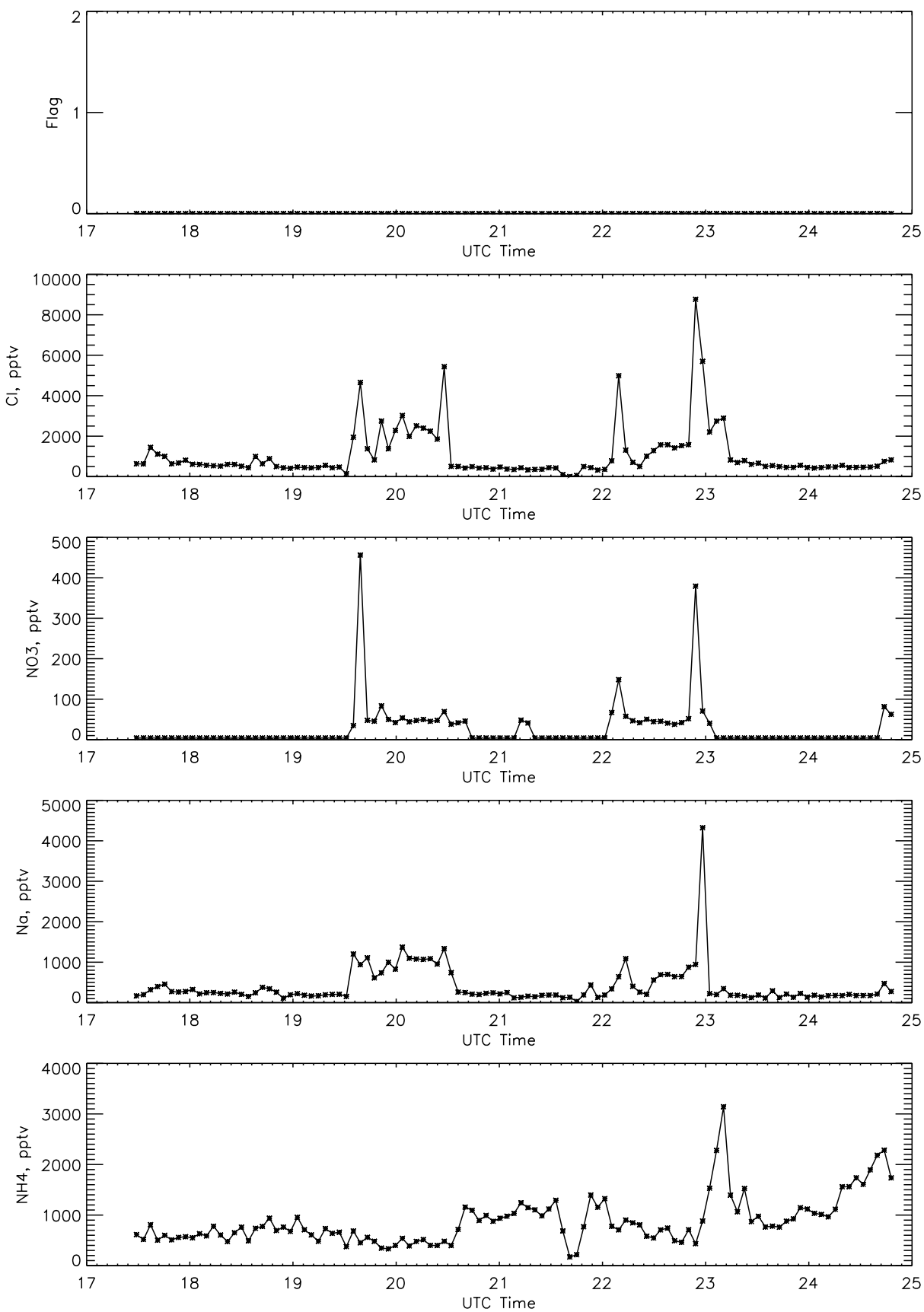




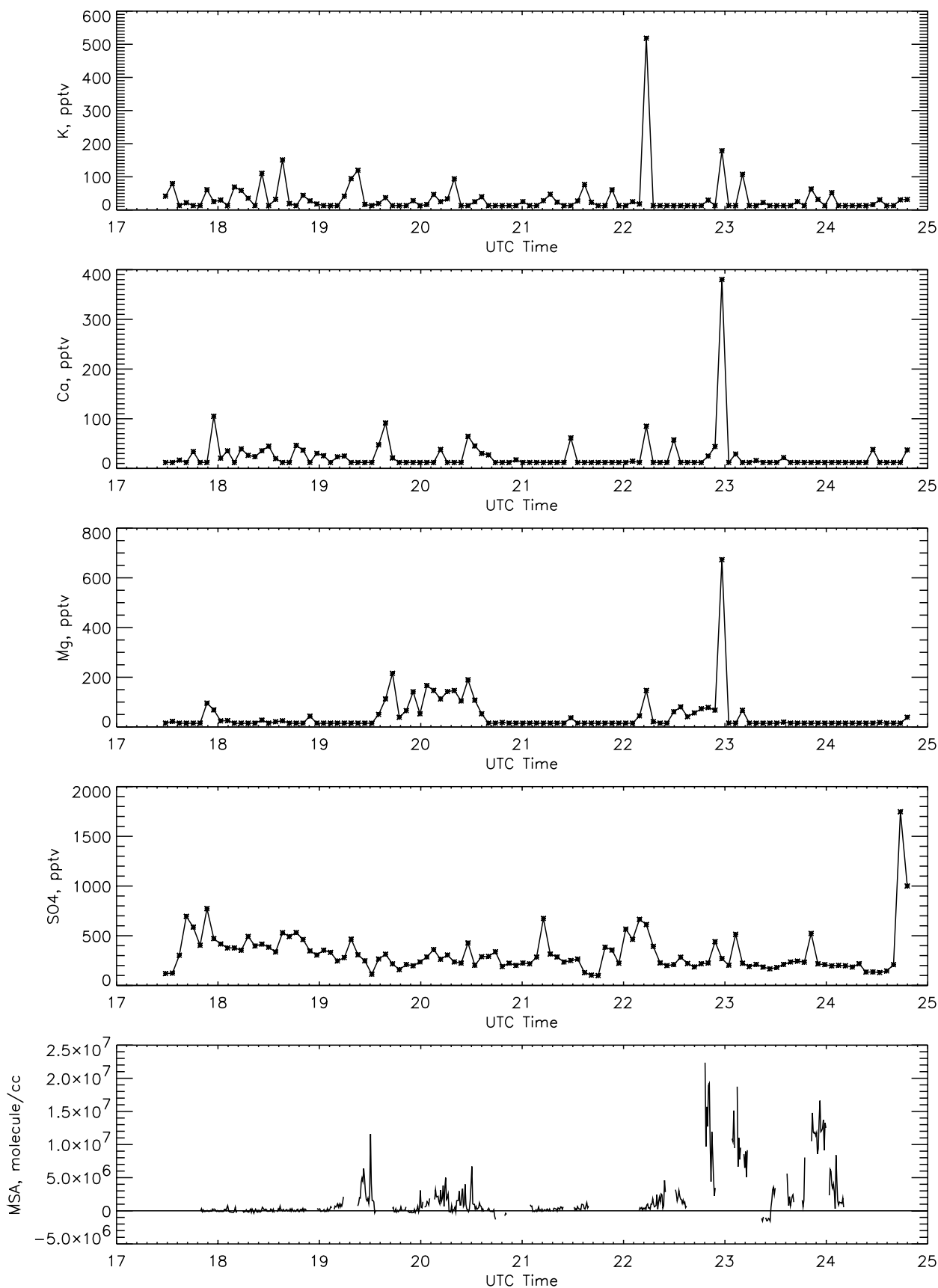
# FINAL DATA: TRACE-P P3-B Flight 05



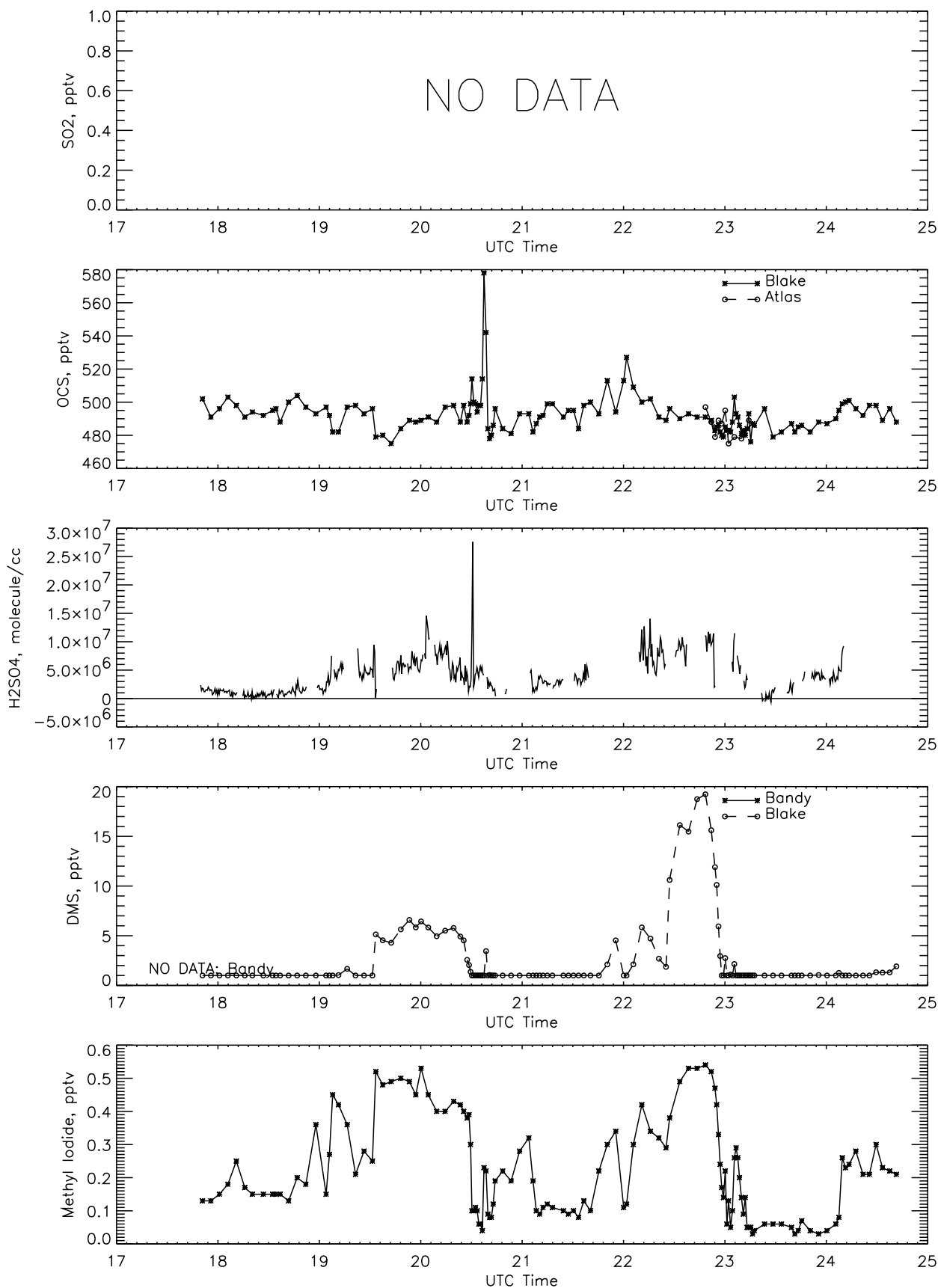
# FINAL DATA: TRACE-P P3-B Flight 05



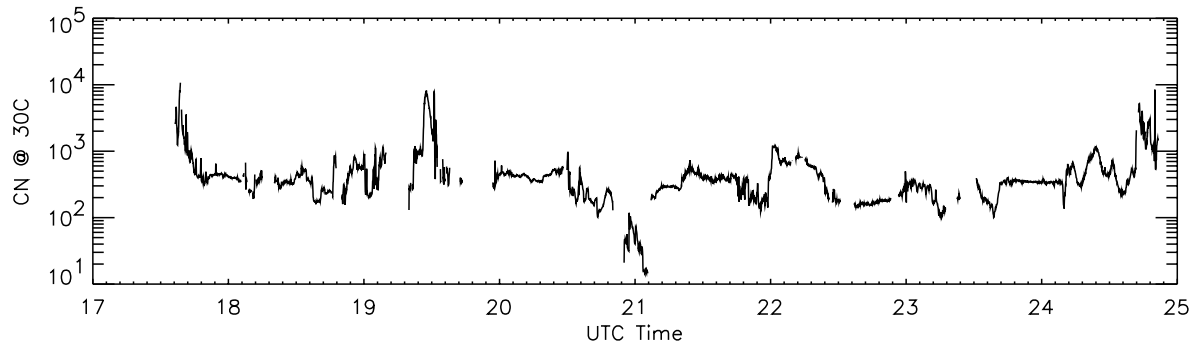
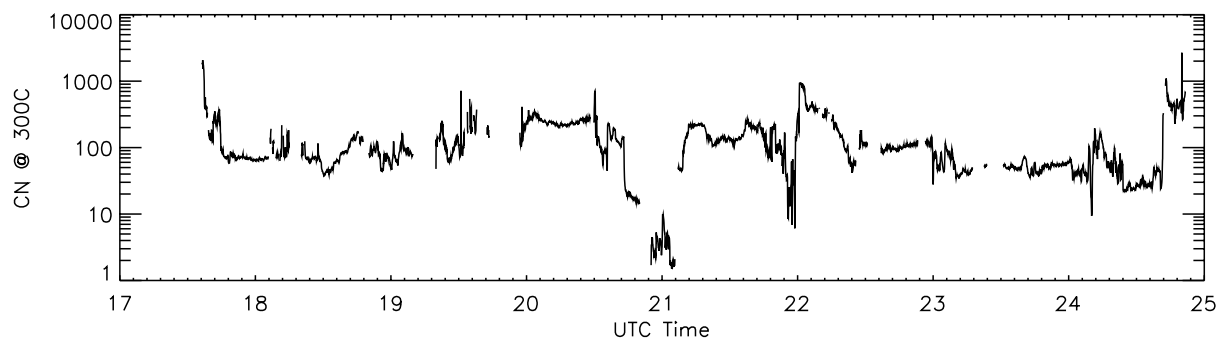
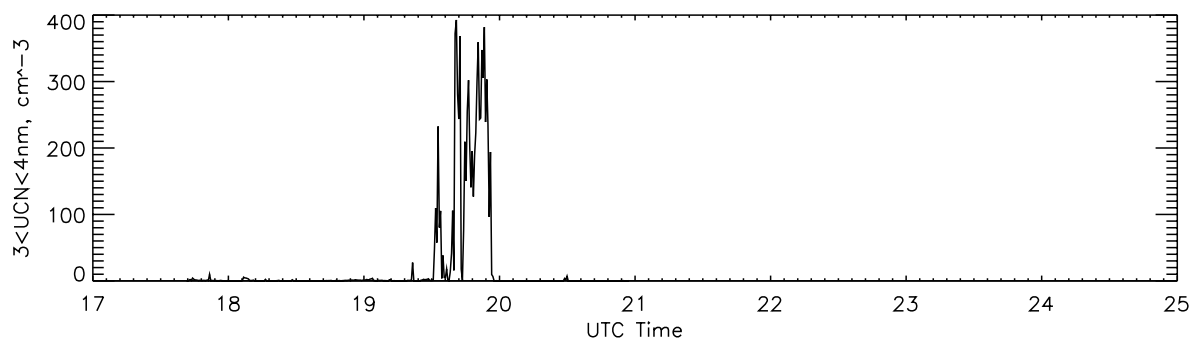
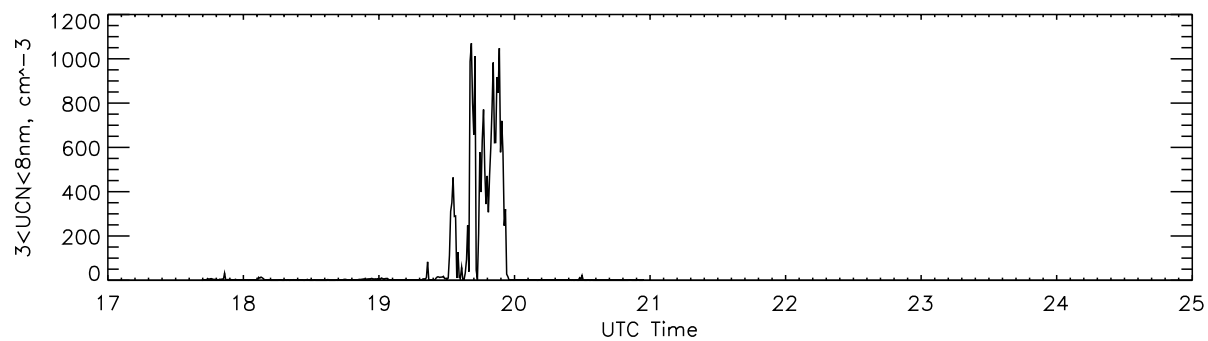
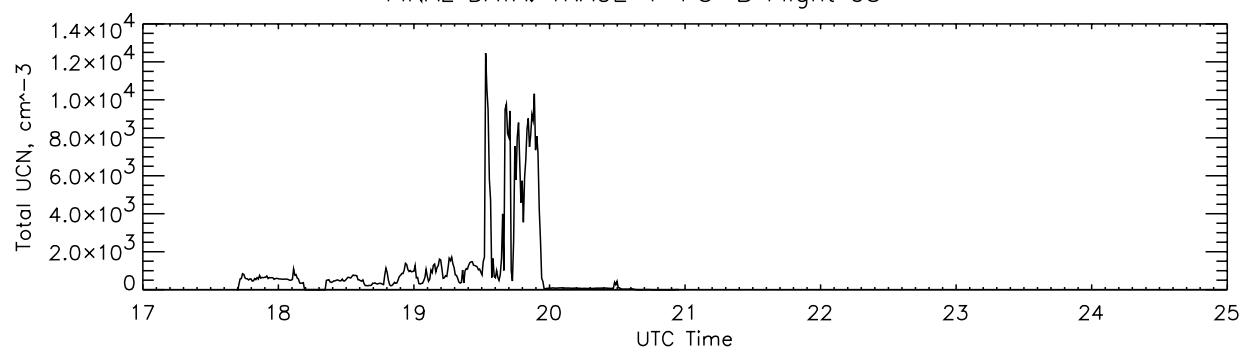
# FINAL DATA: TRACE-P P3-B Flight 05



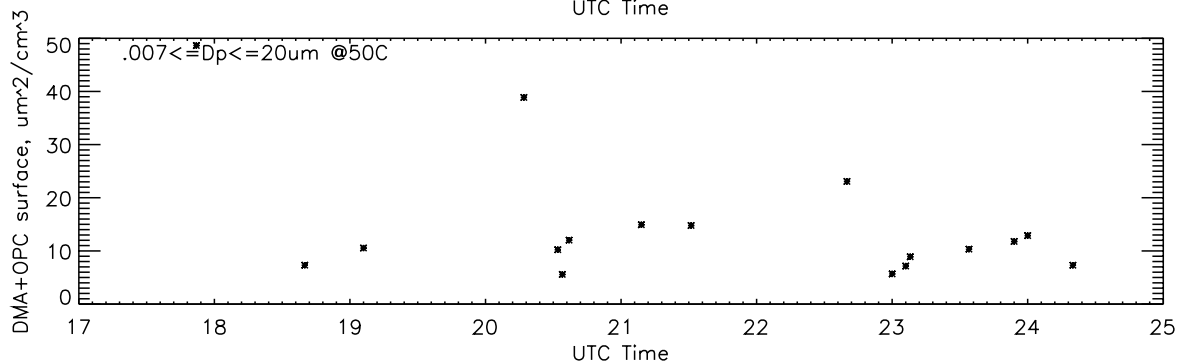
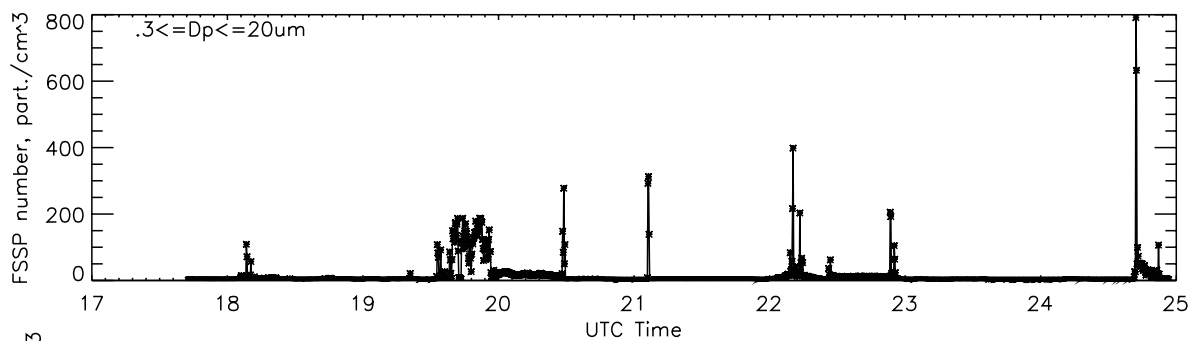
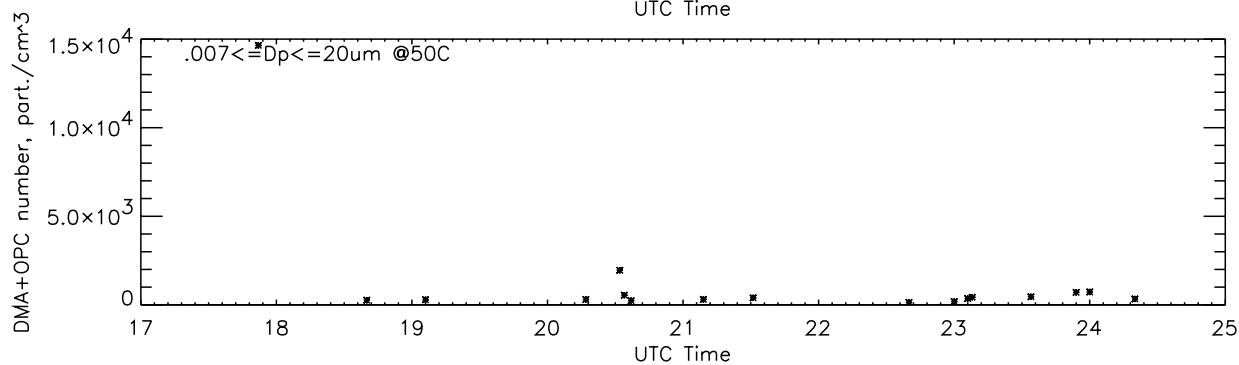
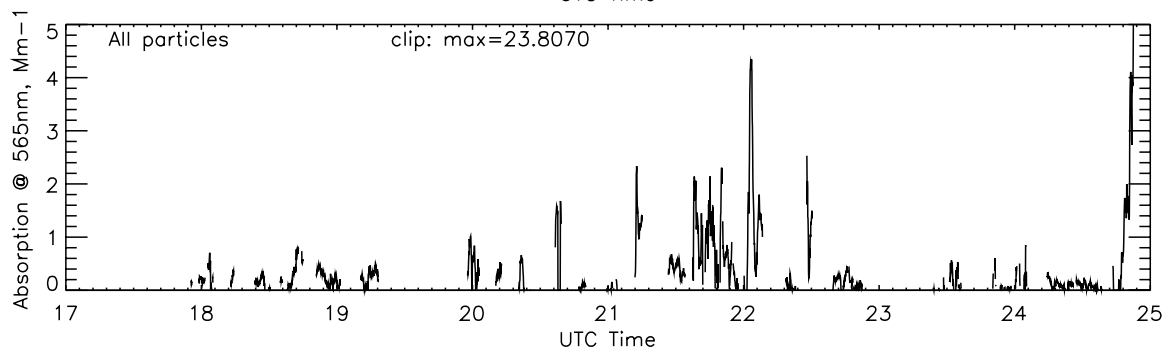
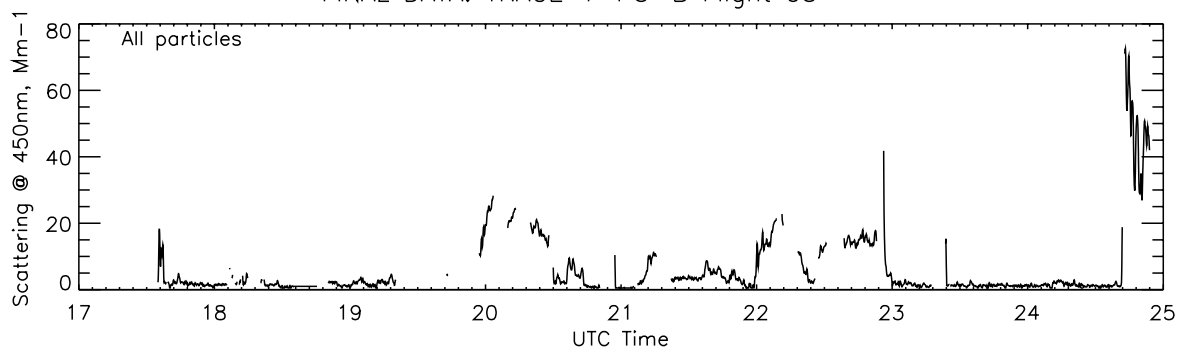
FINAL DATA: TRACE-P P3-B Flight 05



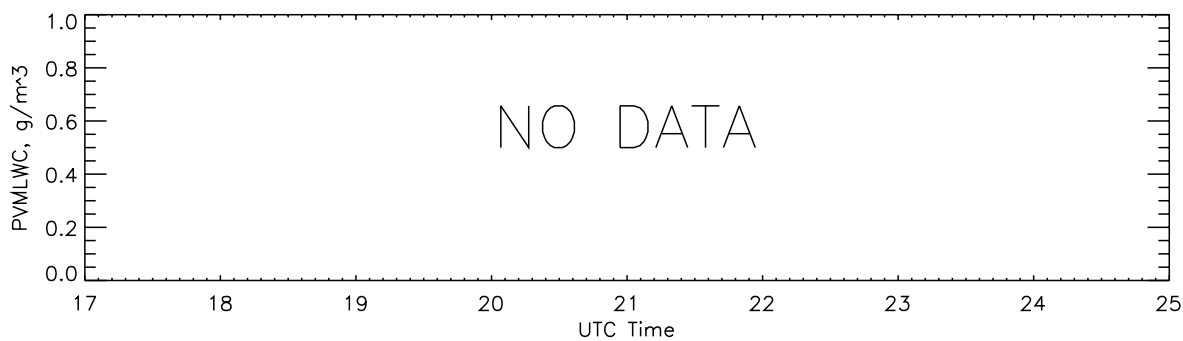
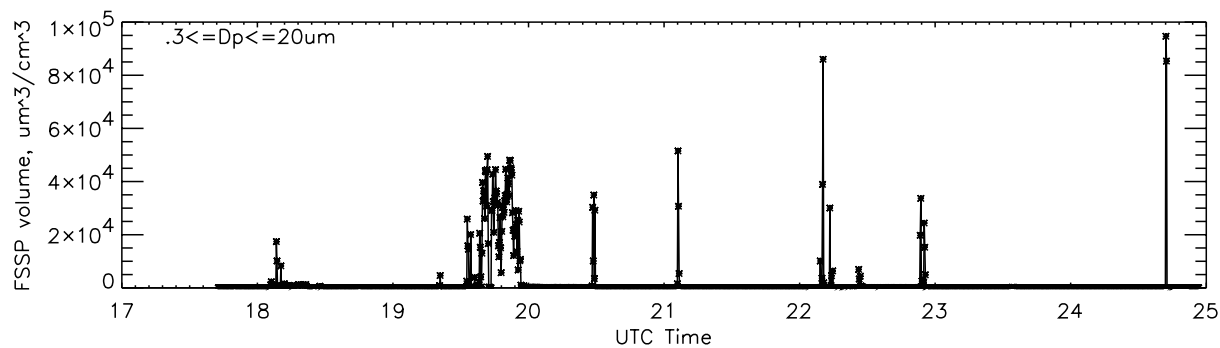
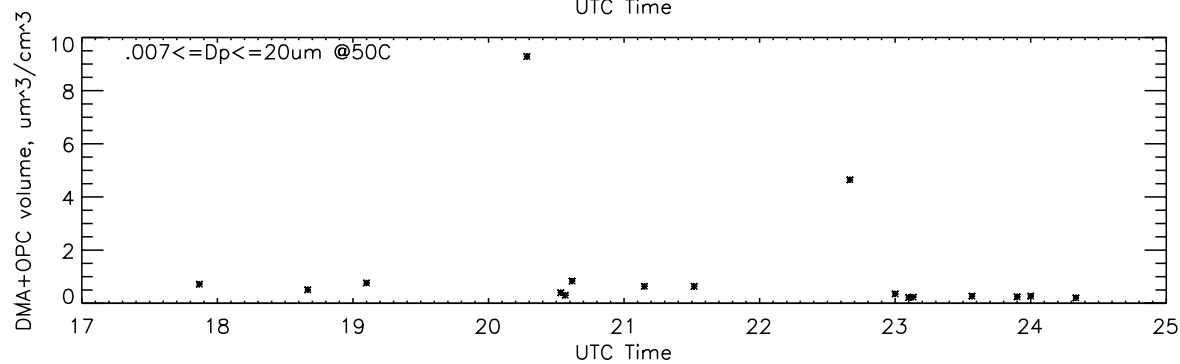
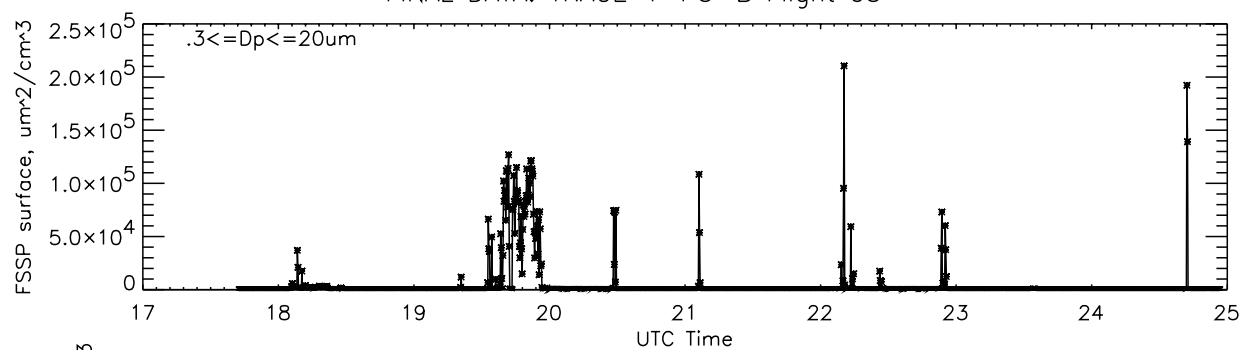
# FINAL DATA: TRACE-P P3-B Flight 05



# FINAL DATA: TRACE-P P3-B Flight 05

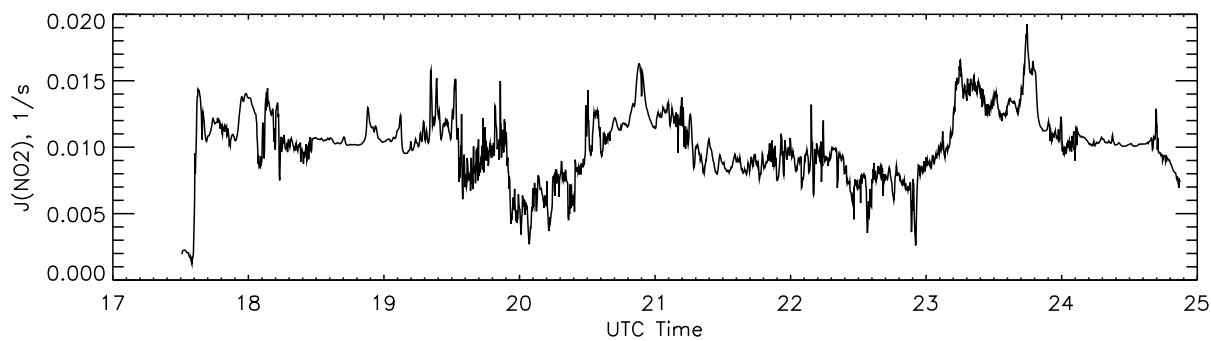
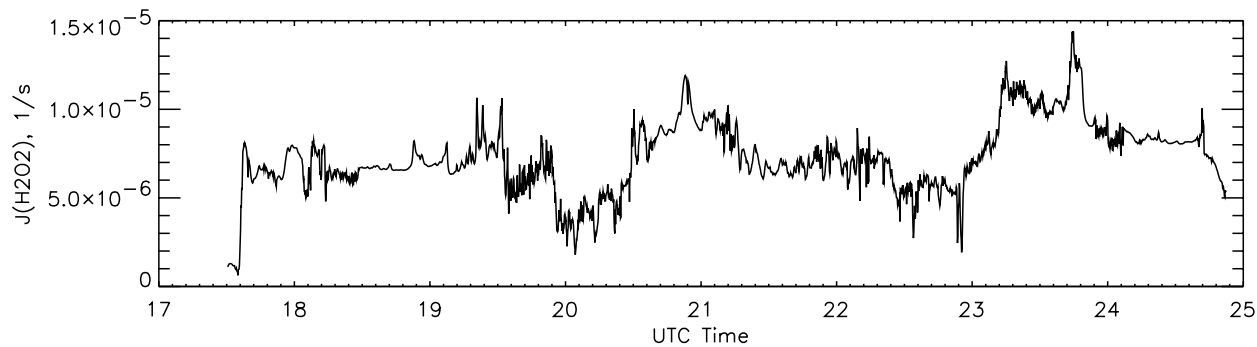
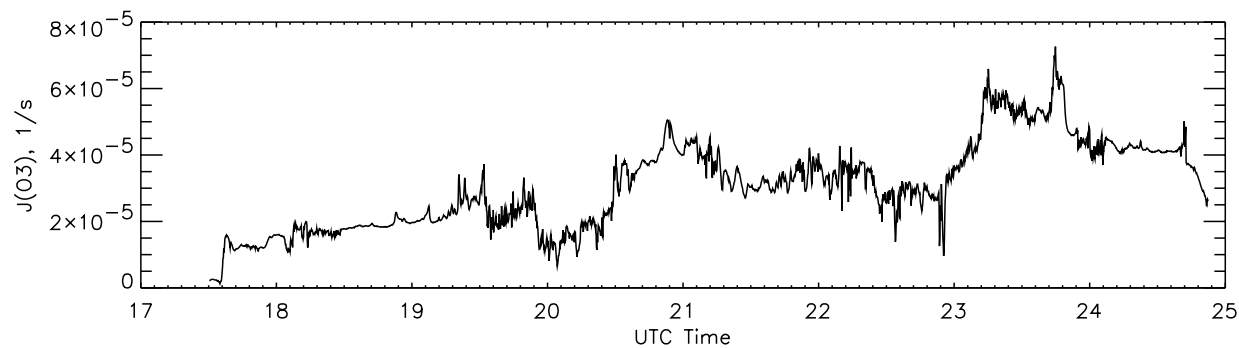
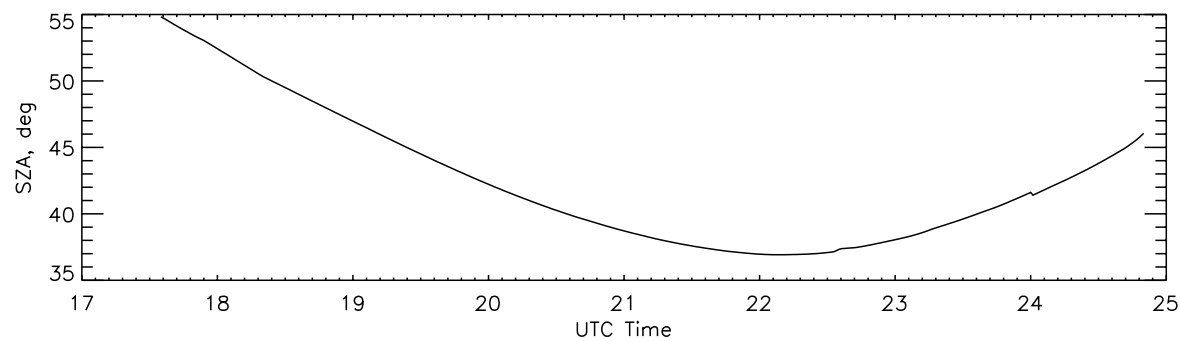
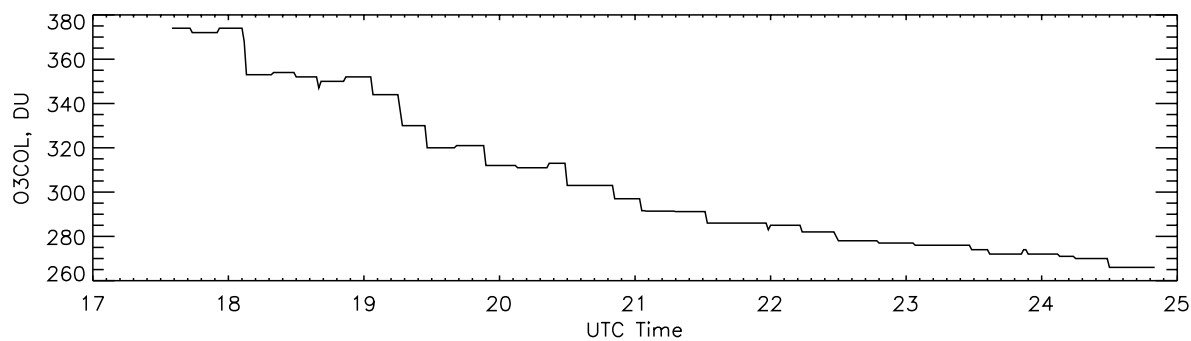


# FINAL DATA: TRACE-P P3-B Flight 05



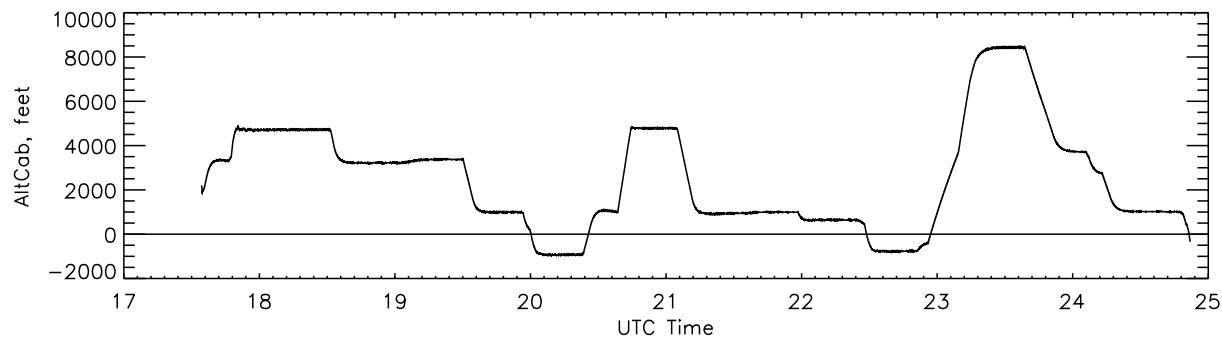
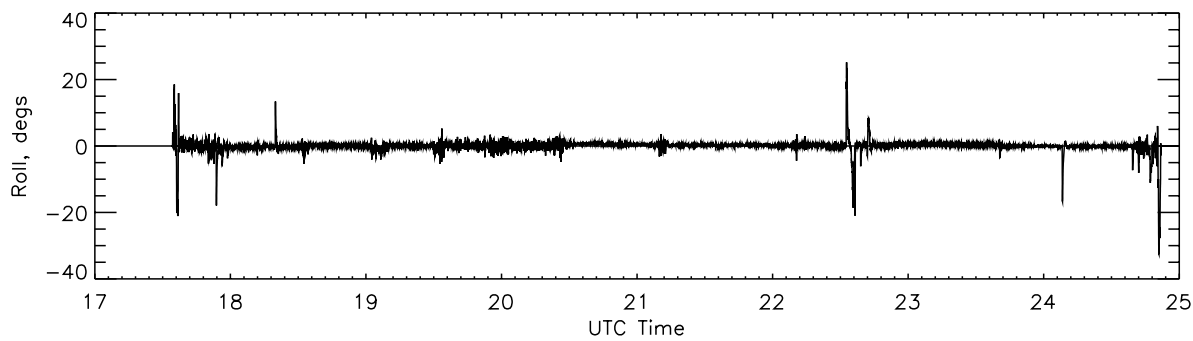
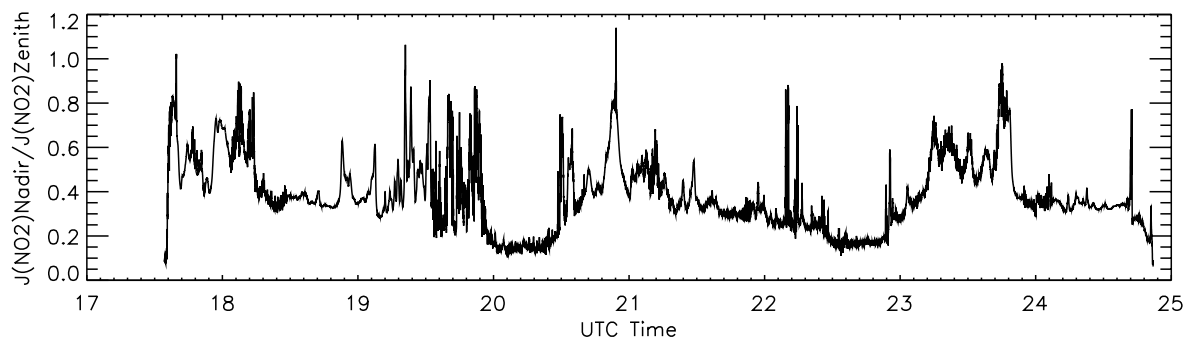
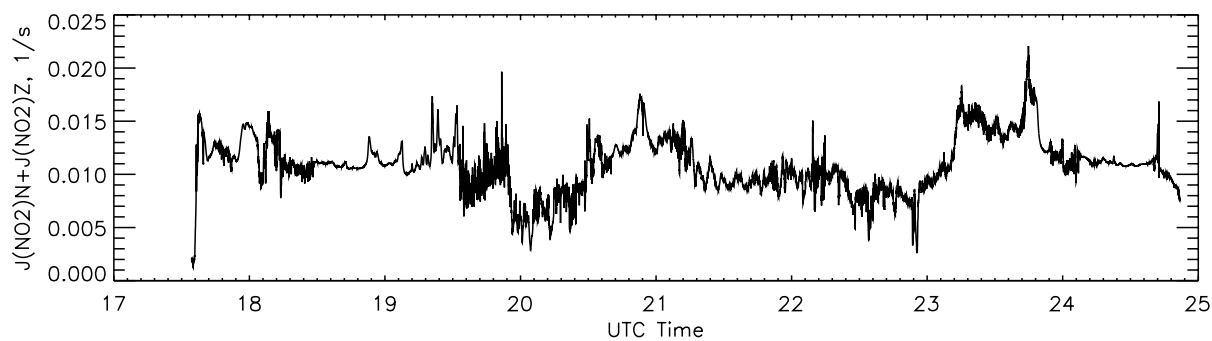
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# FINAL DATA: TRACE-P P3-B Flight 05

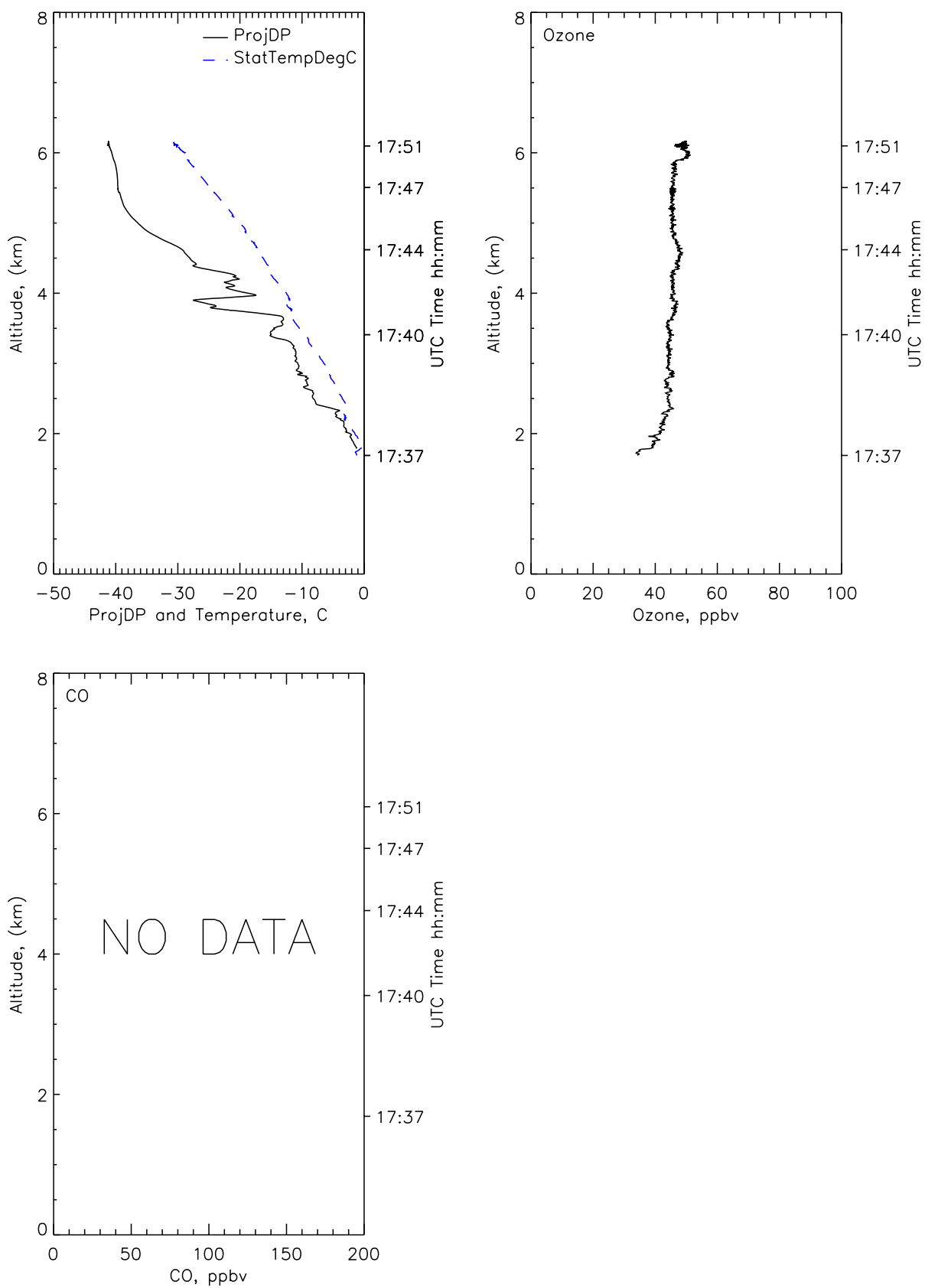




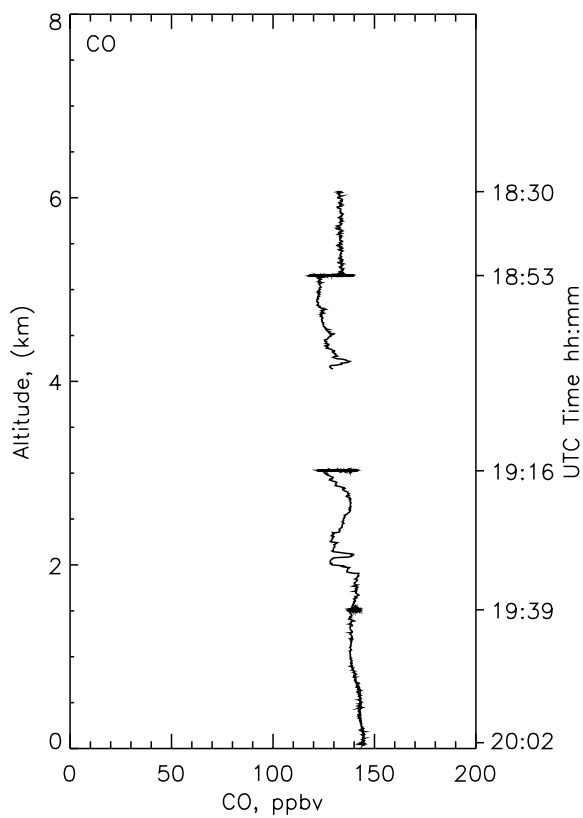
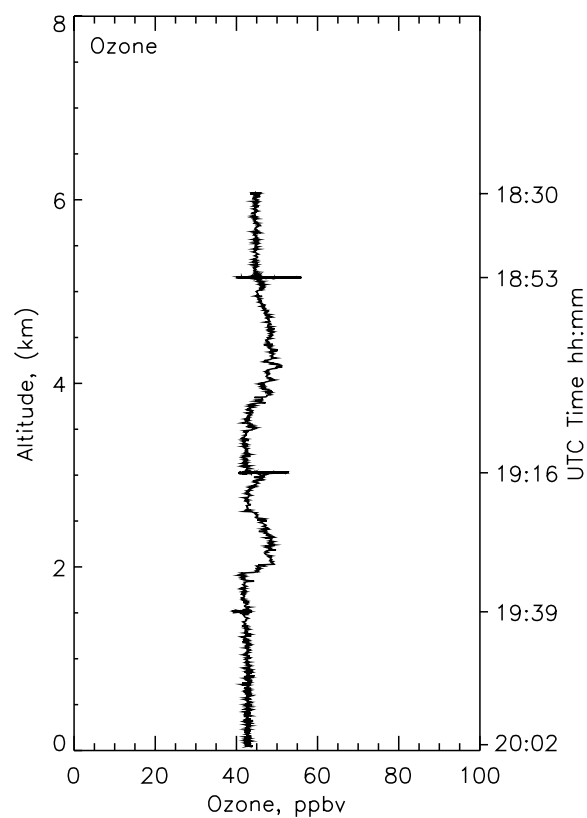
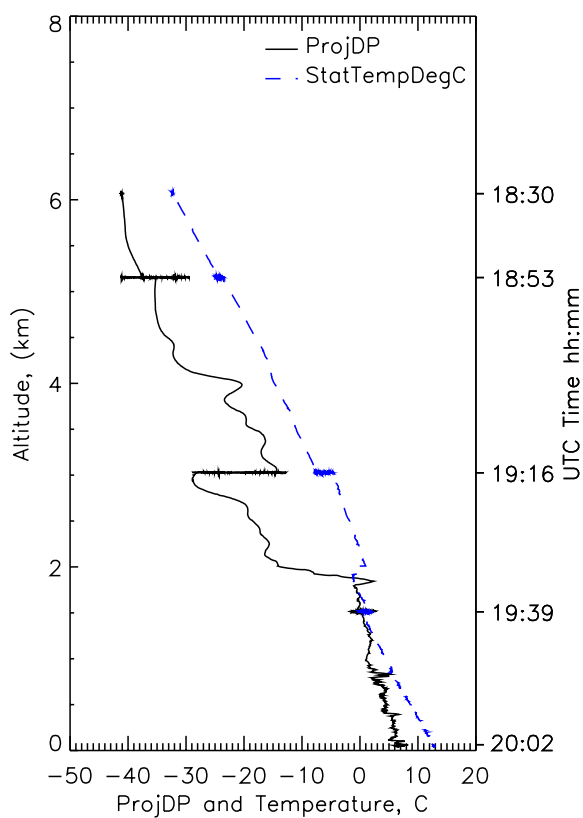
# FINAL DATA: TRACE-P P3-B Flight 05



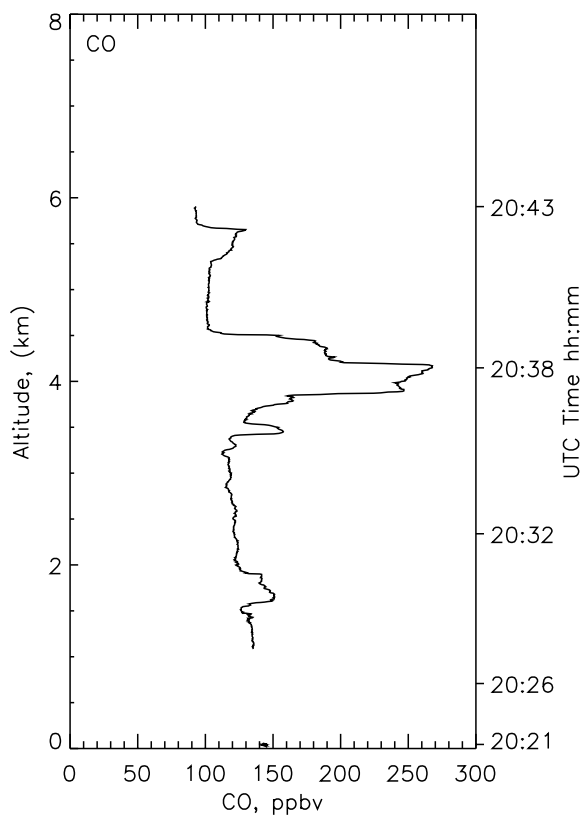
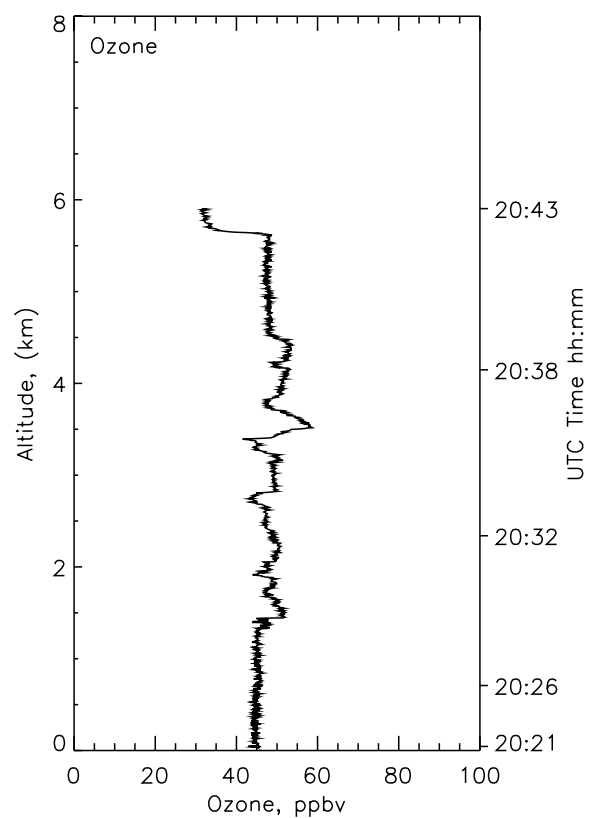
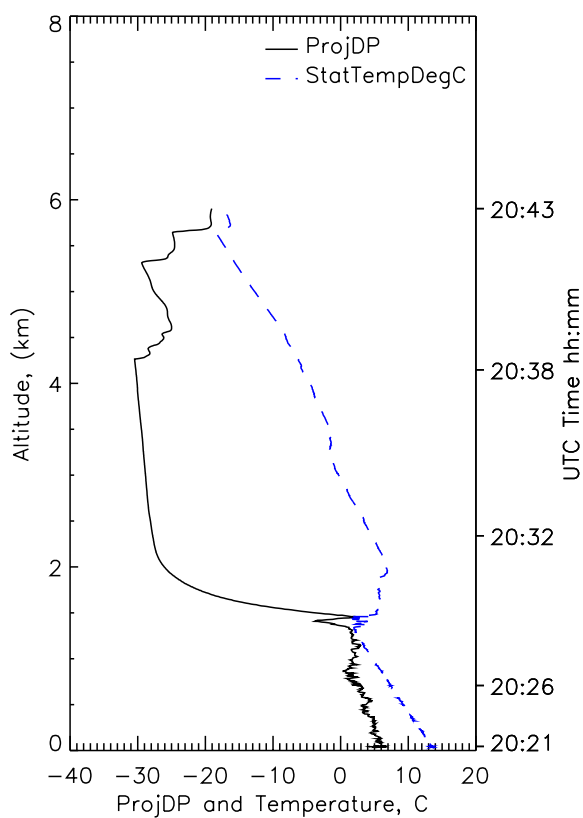
# Profile # 1 TRACE-P P3-B Flight 05



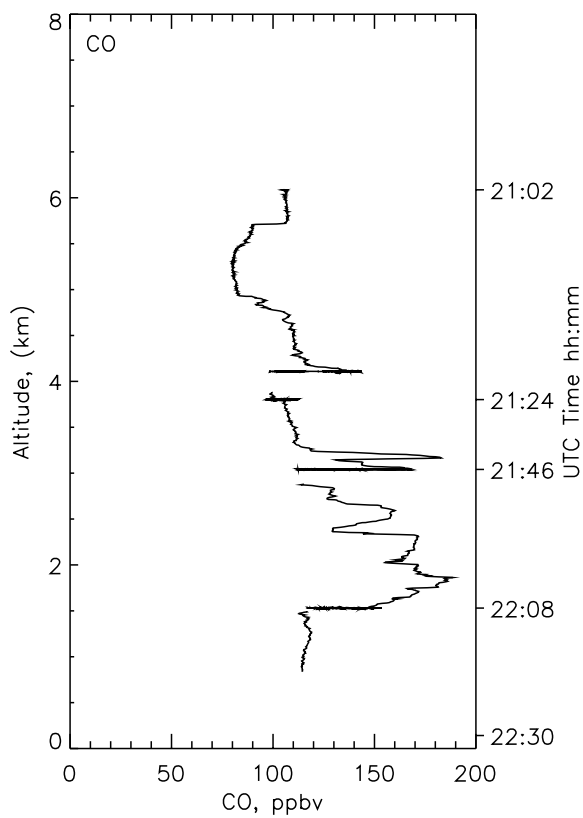
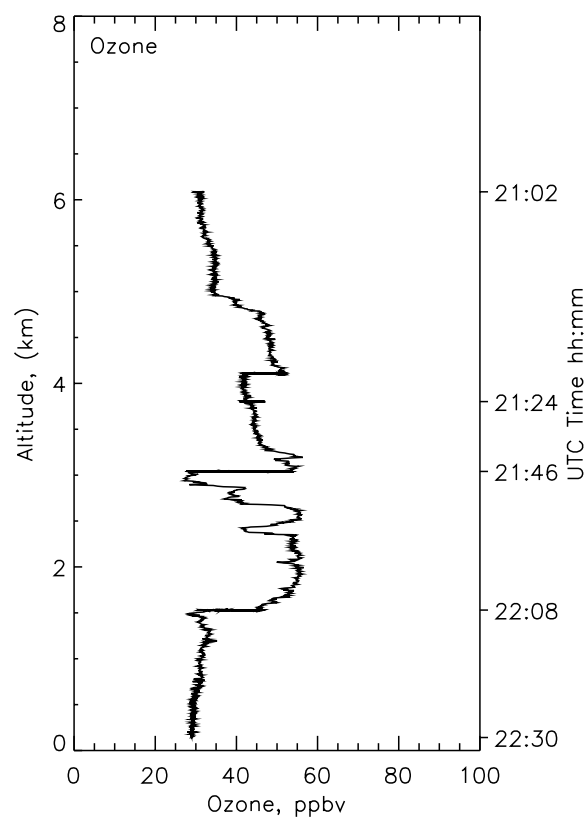
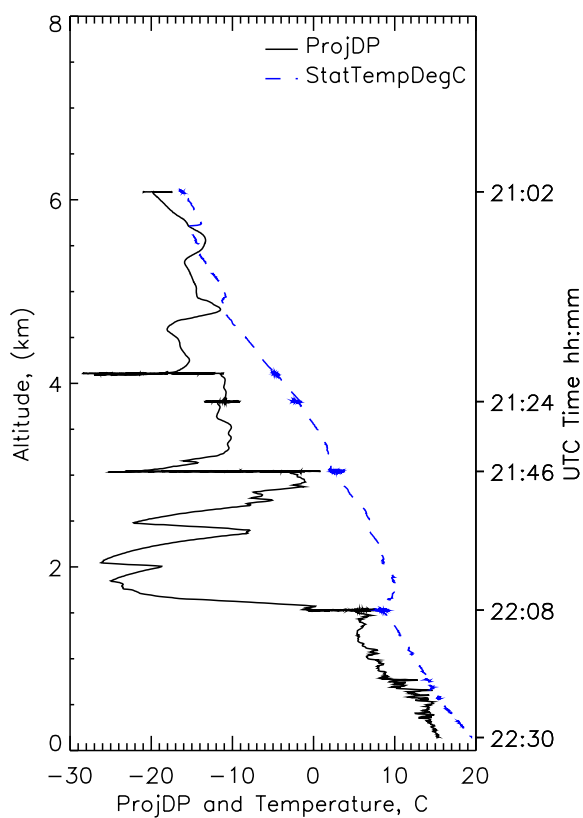
# Profile # 2 TRACE-P P3-B Flight 05



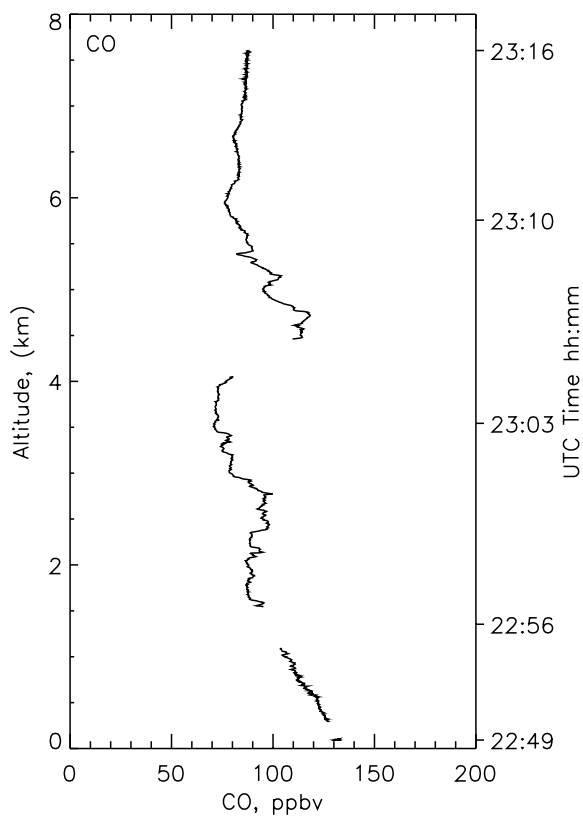
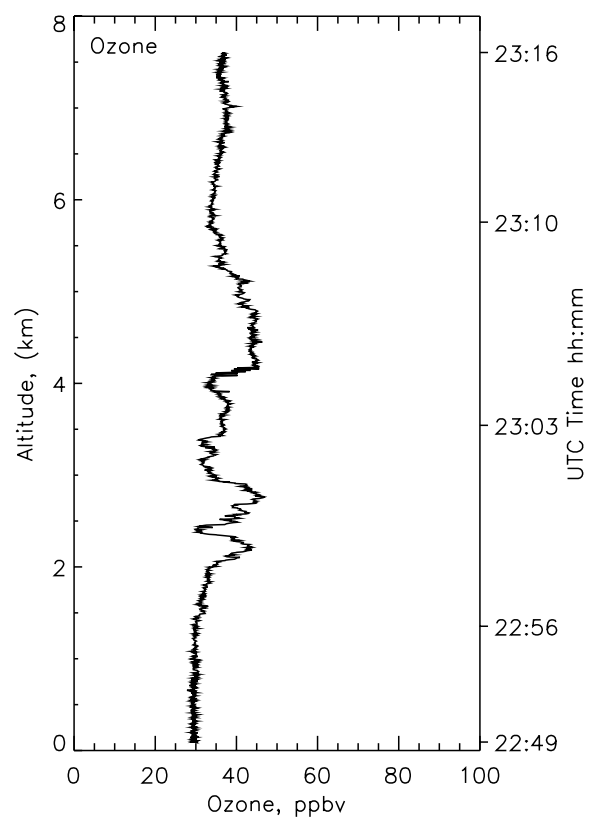
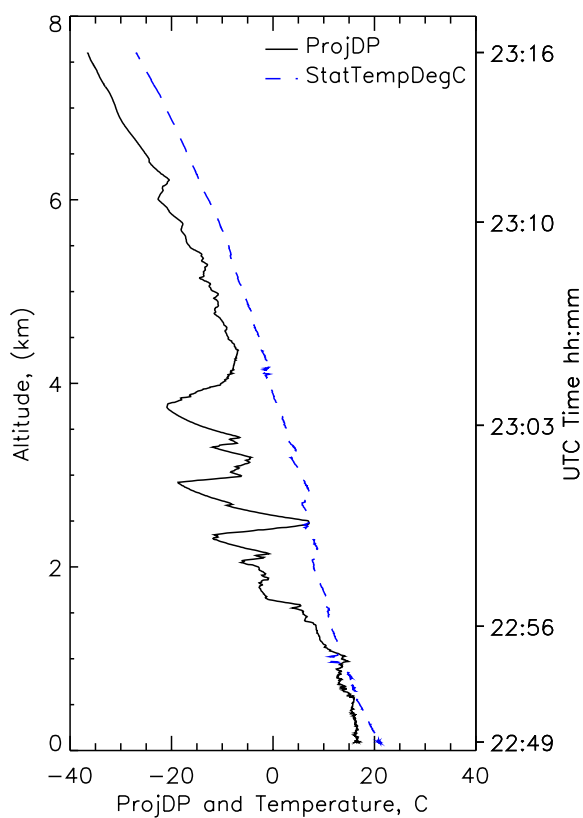
# Profile # 3 TRACE-P P3-B Flight 05



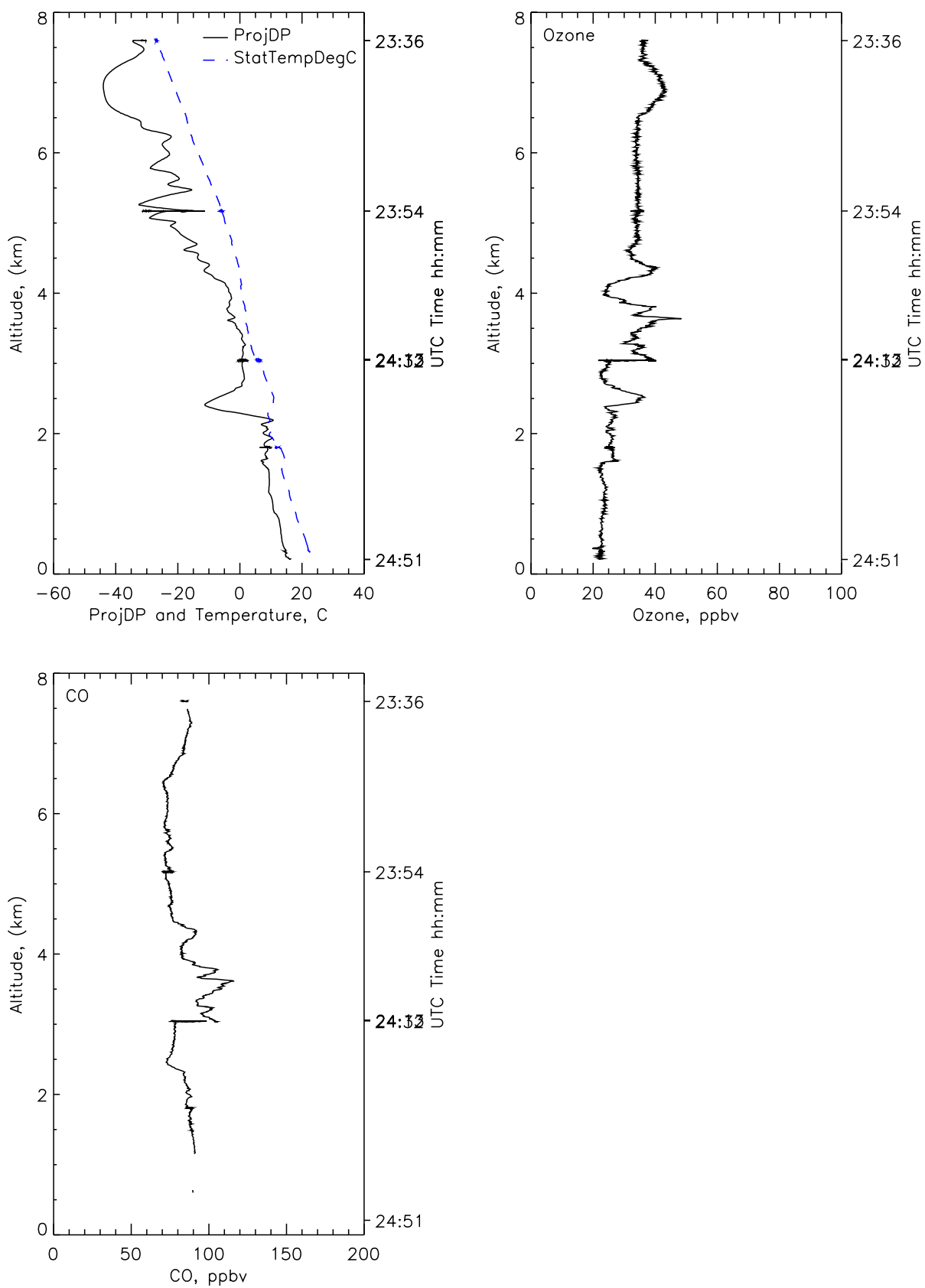
# Profile # 4 TRACE-P P3-B Flight 05



Profile # 5 TRACE-P P3-B Flight 05



# Profile # 6 TRACE-P P3-B Flight 05



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 6P

Transit: Kona, HI to Wake Island

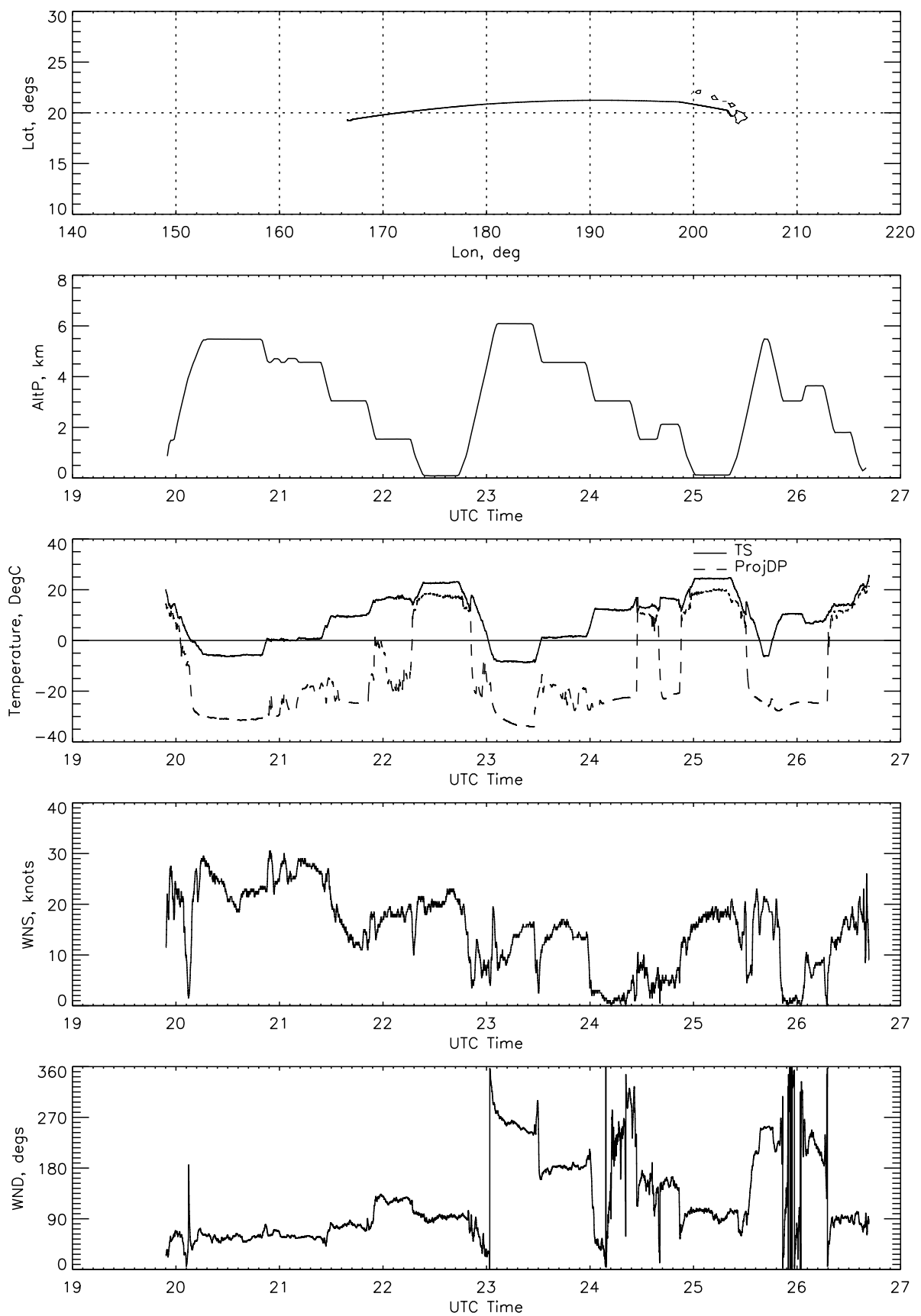
Asian Pollution Subsidence

February 27, 2001

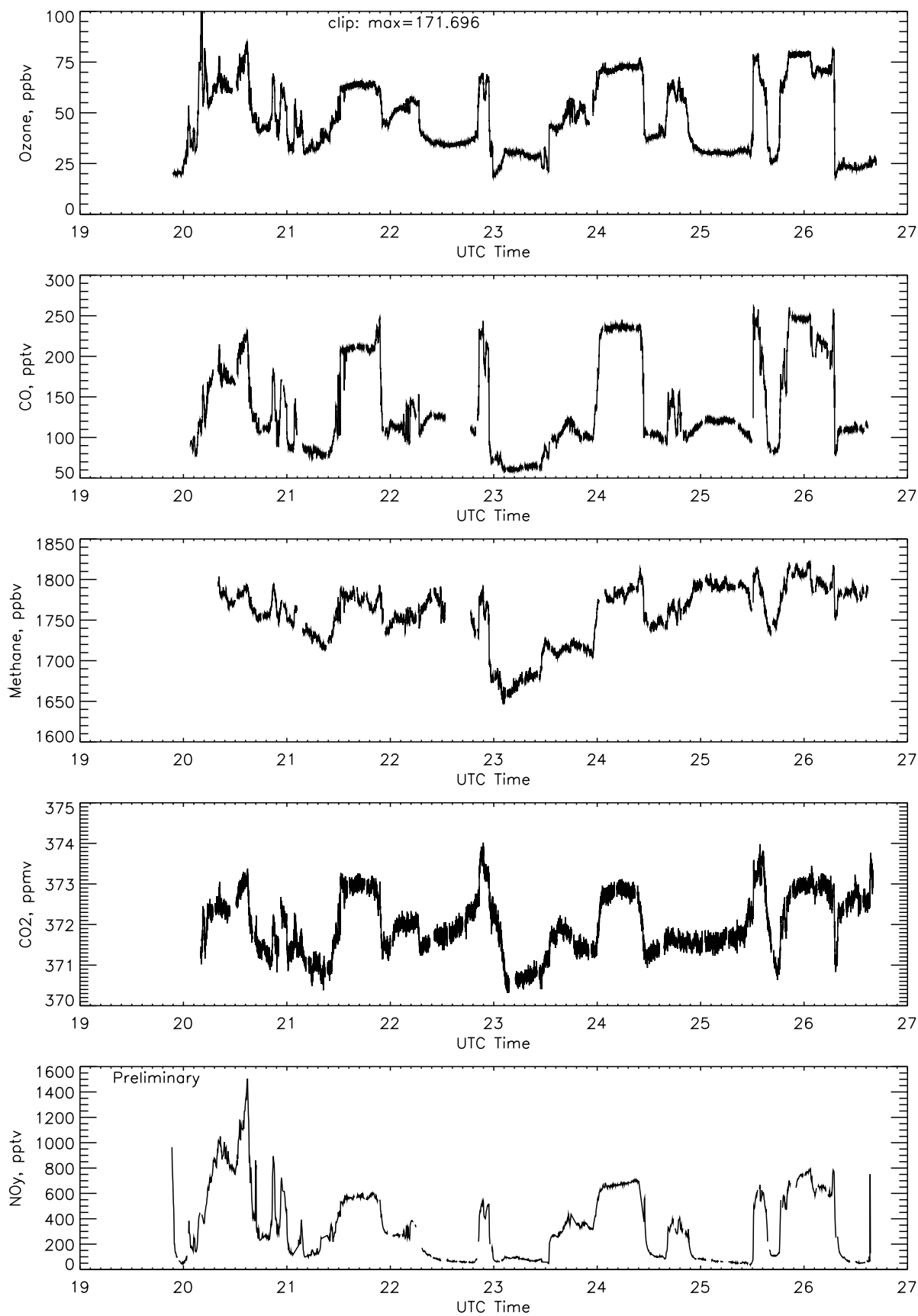




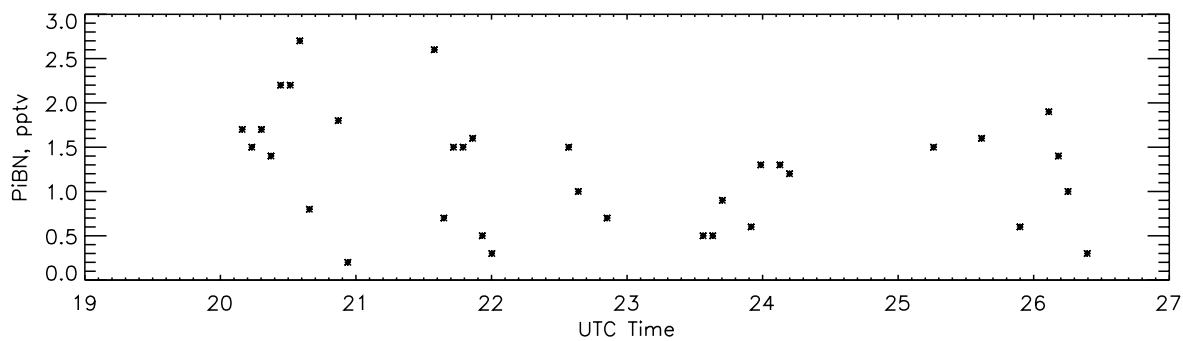
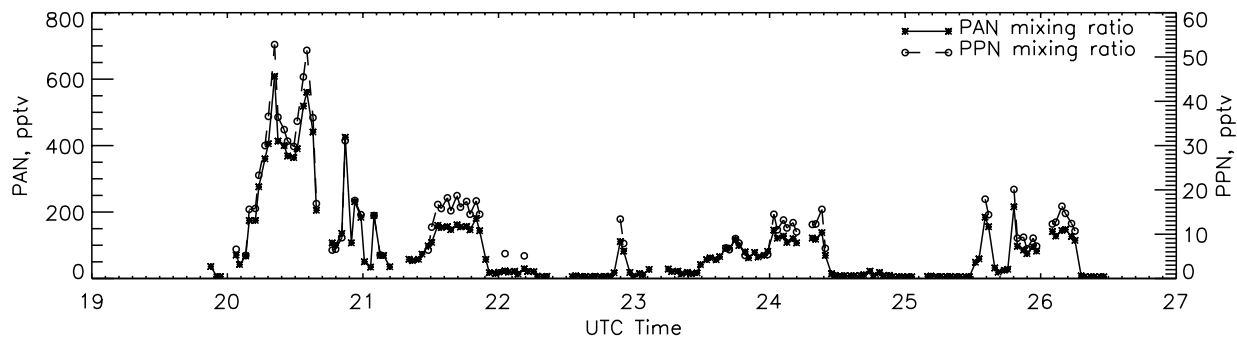
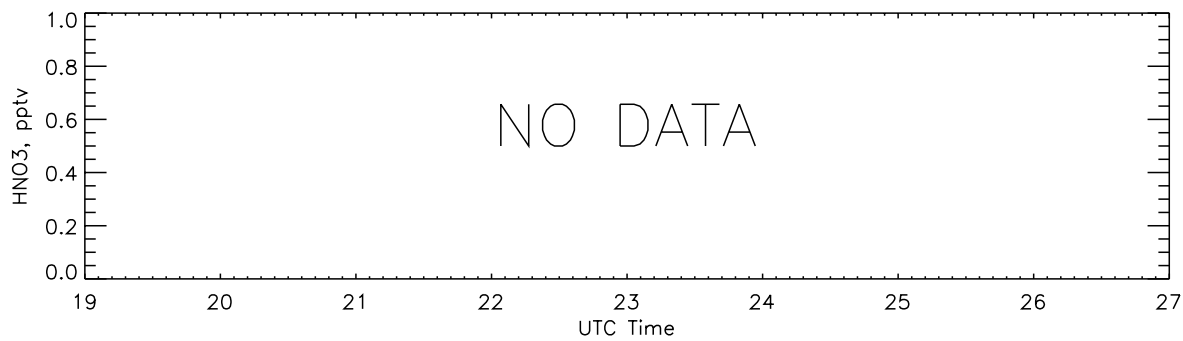
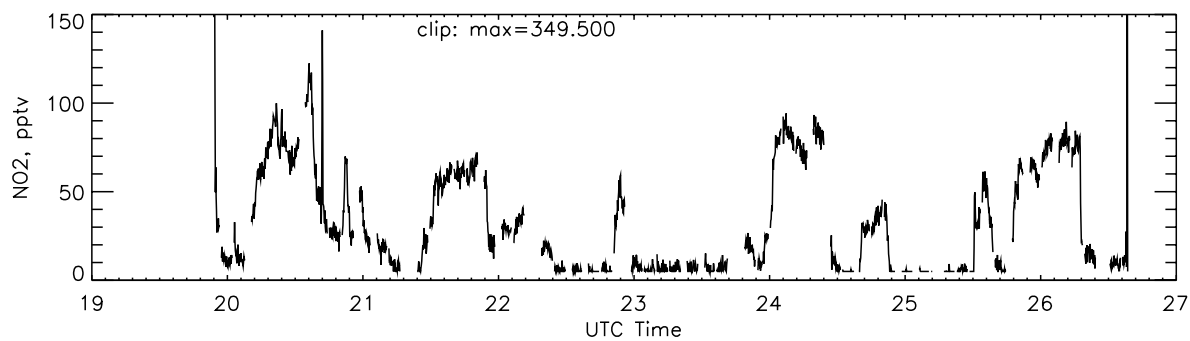
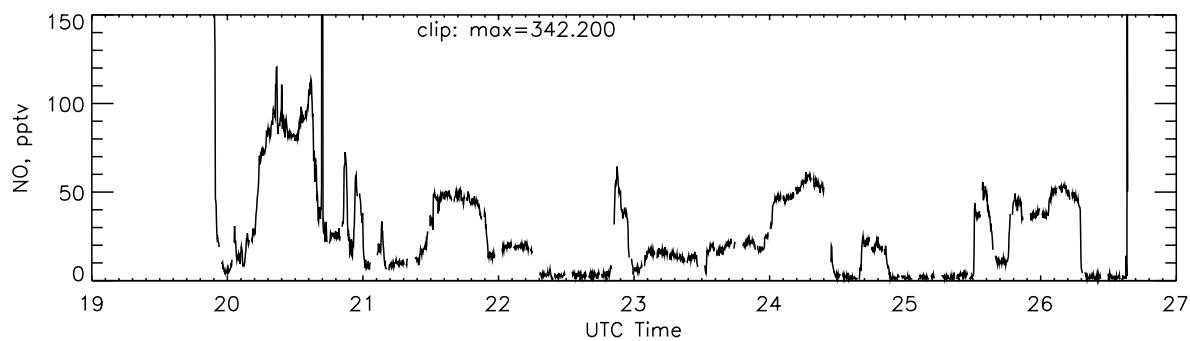
# FINAL DATA: TRACE-P P3-B Flight 06



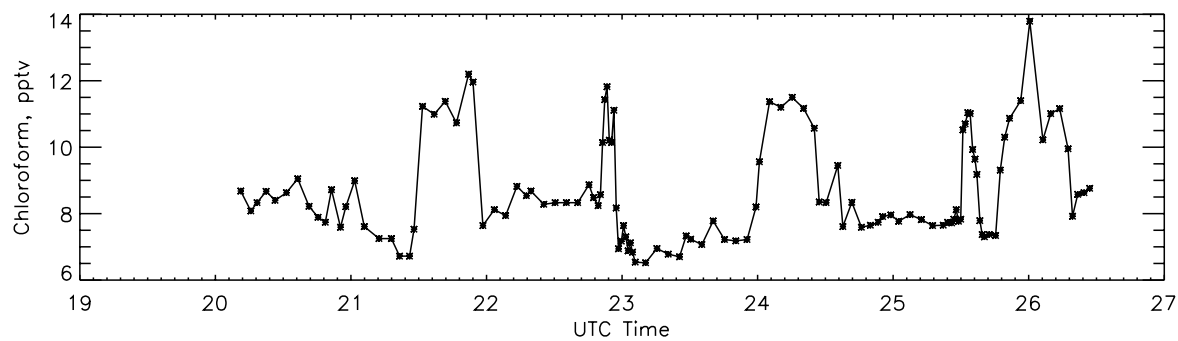
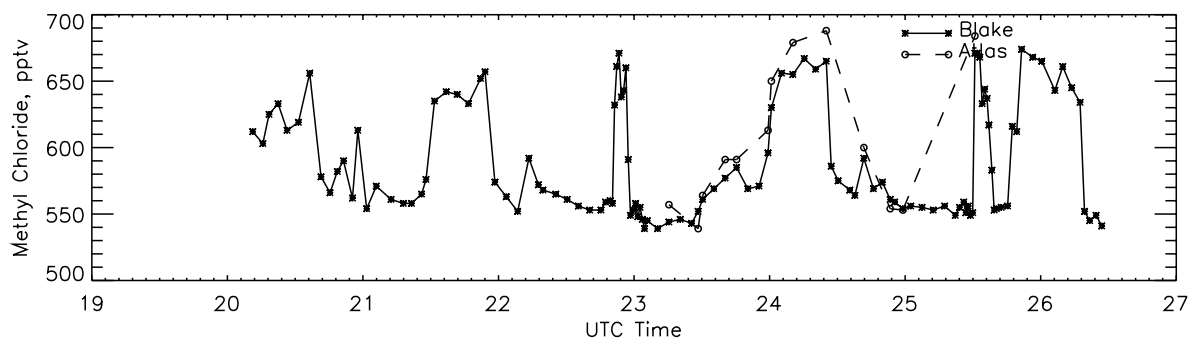
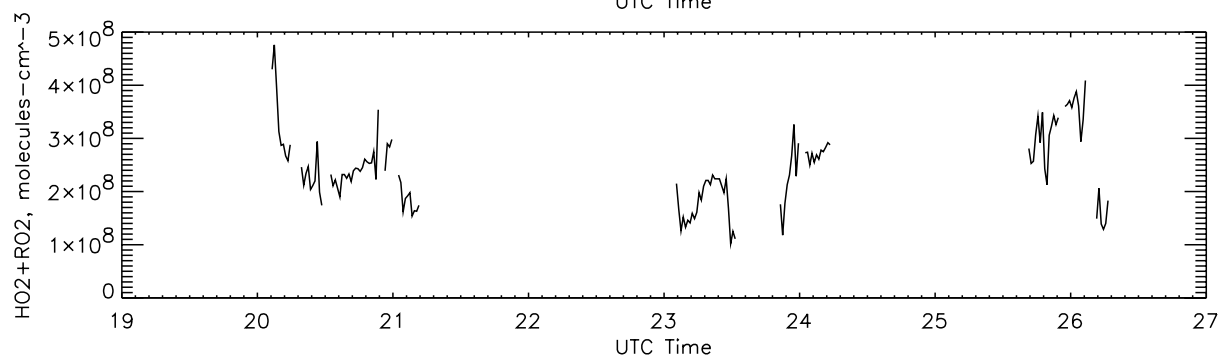
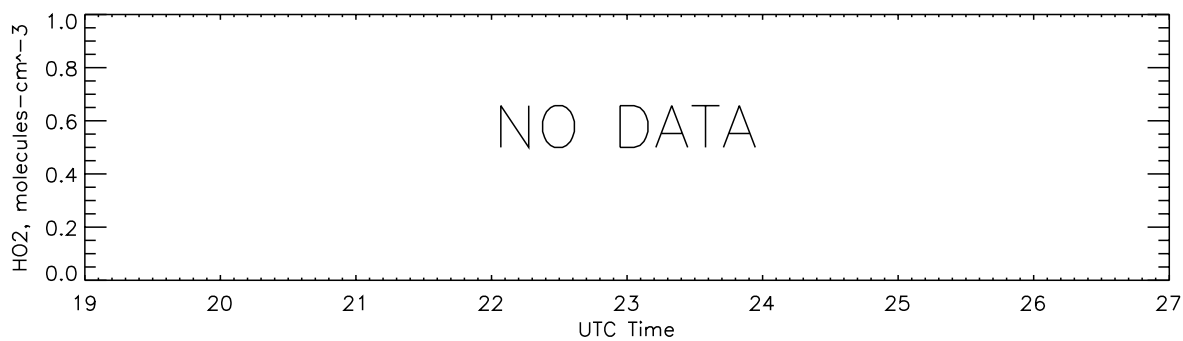
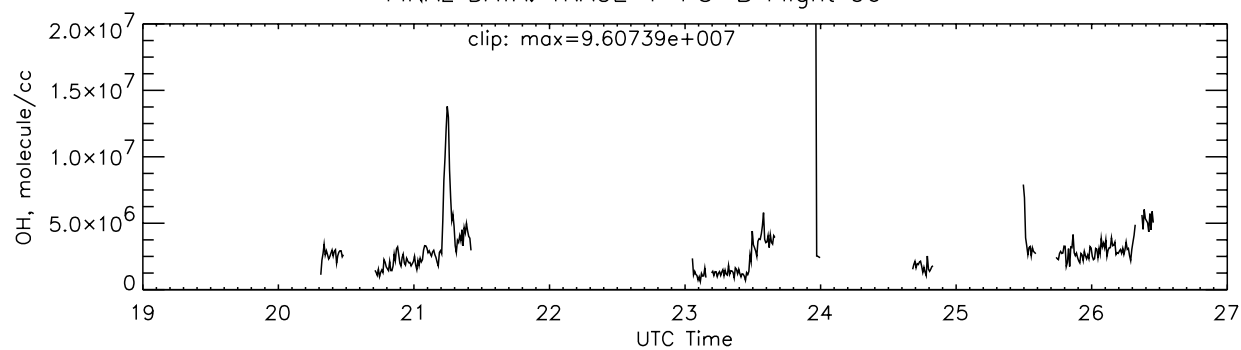
# FINAL DATA: TRACE-P P3-B Flight 06



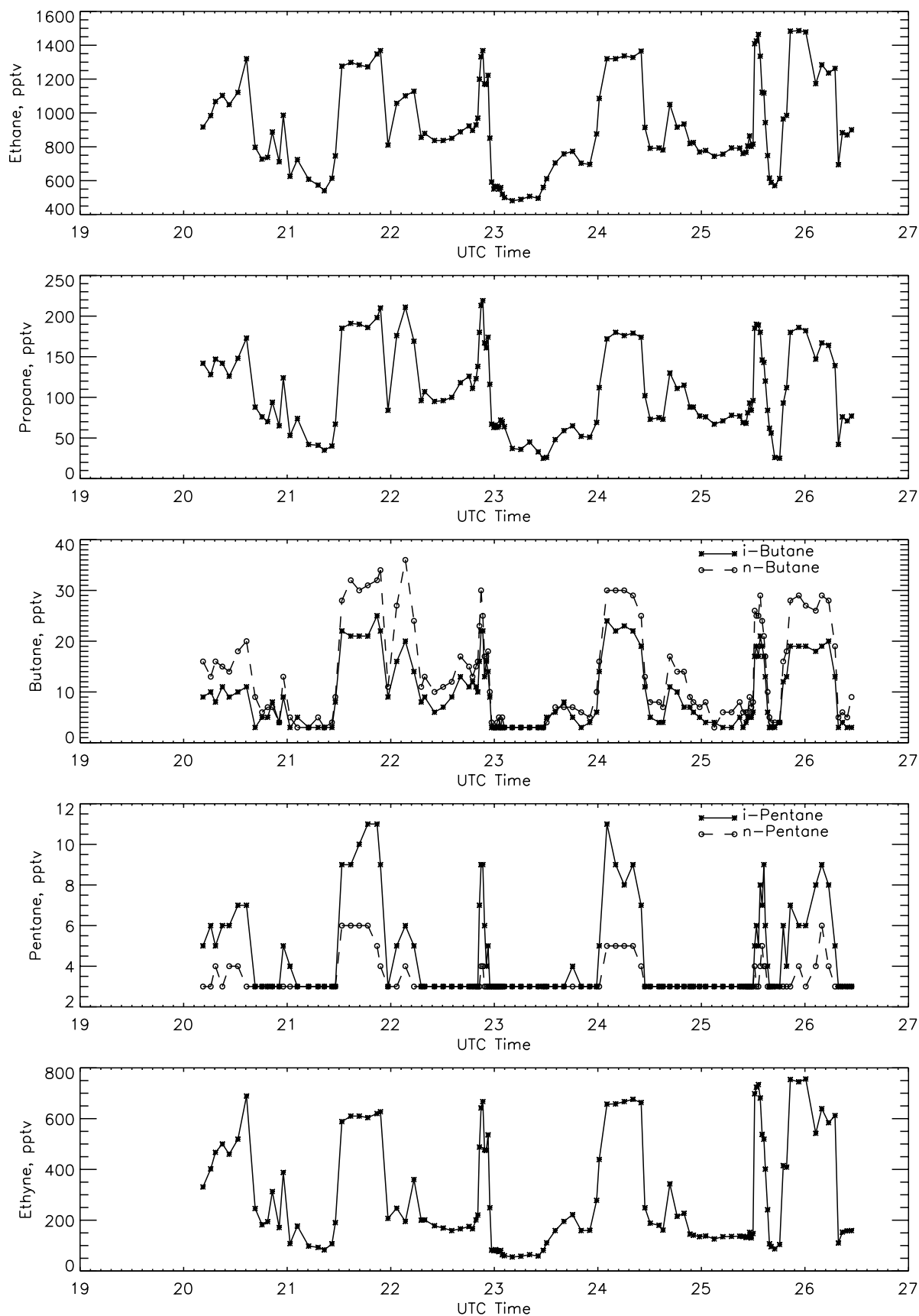
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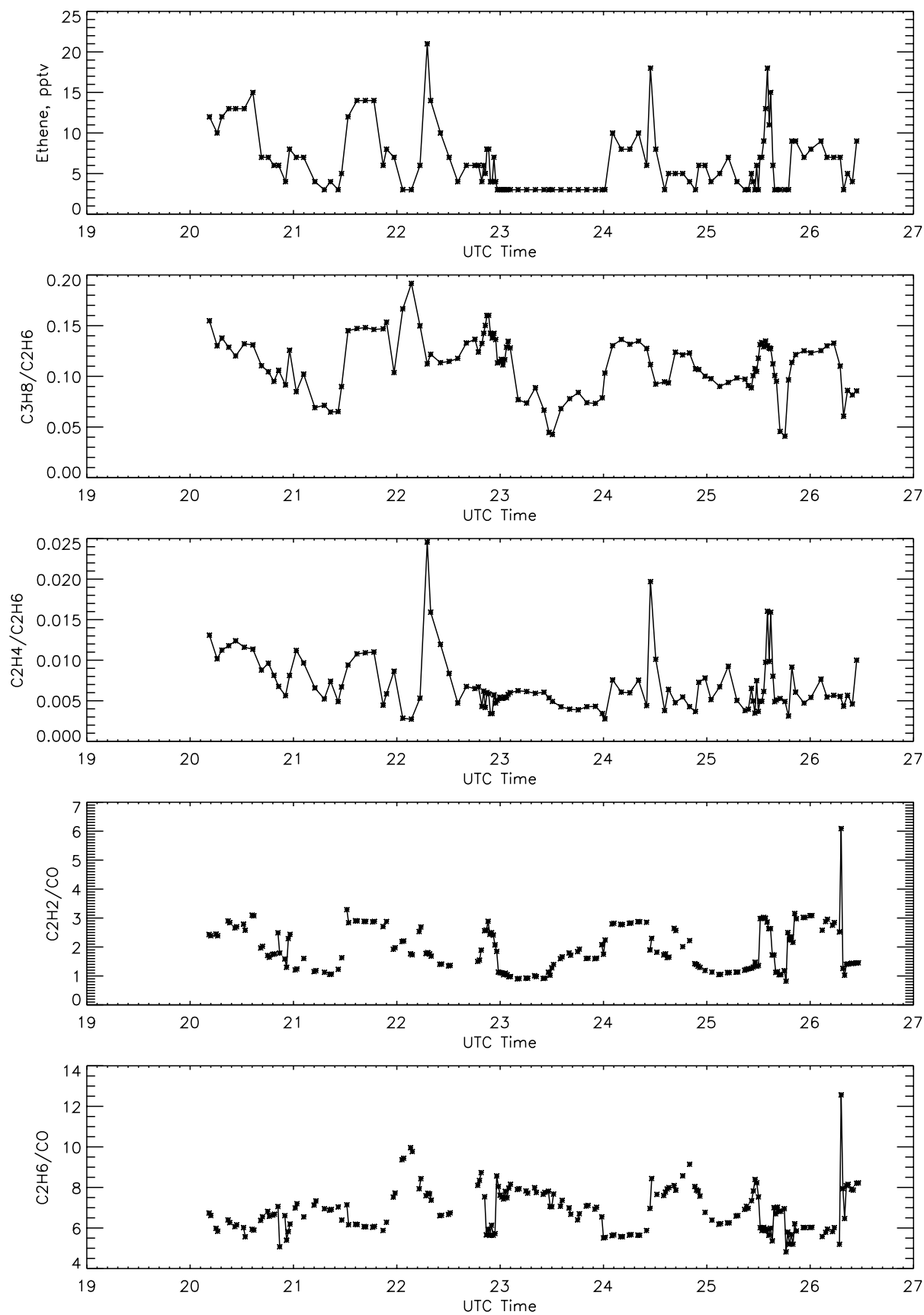
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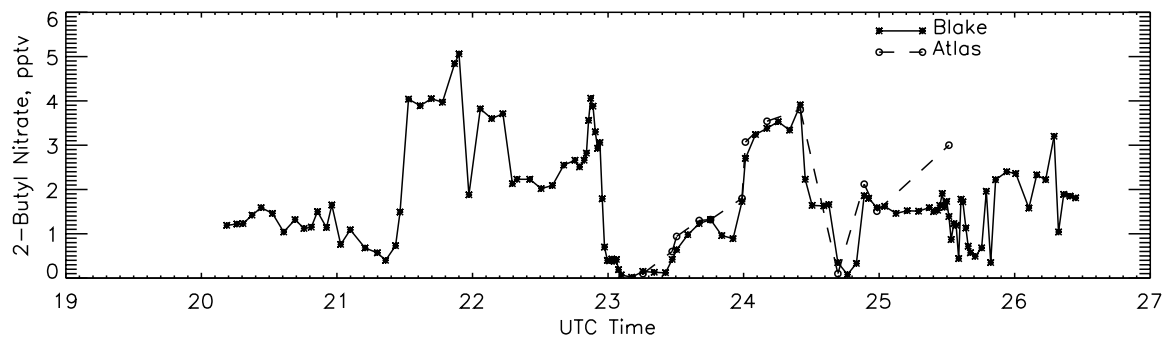
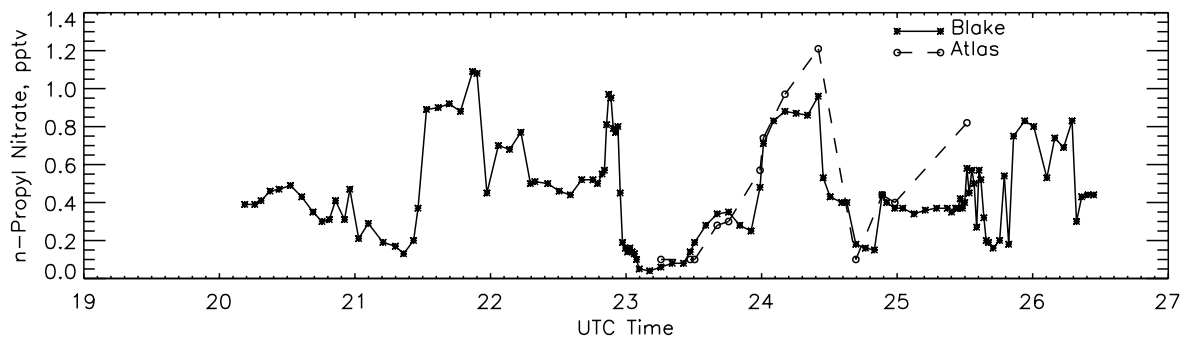
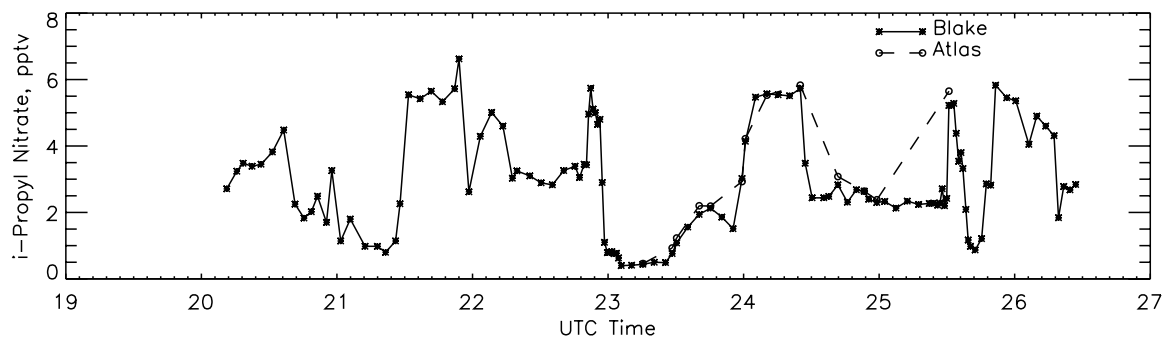
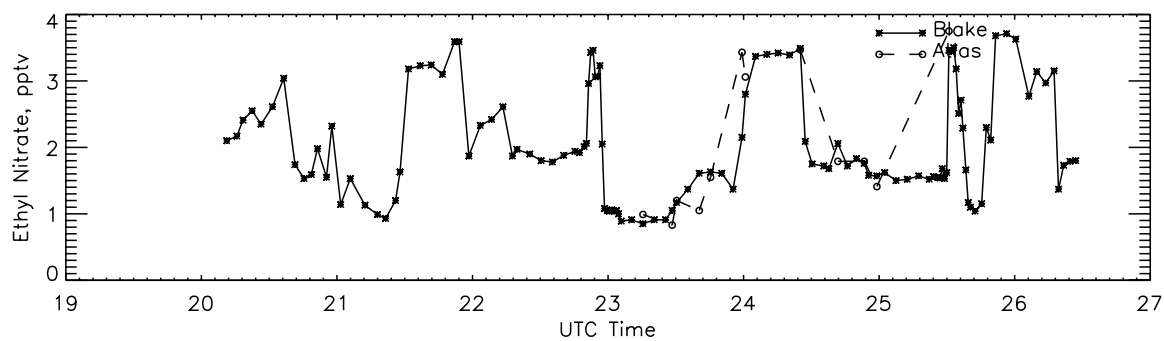
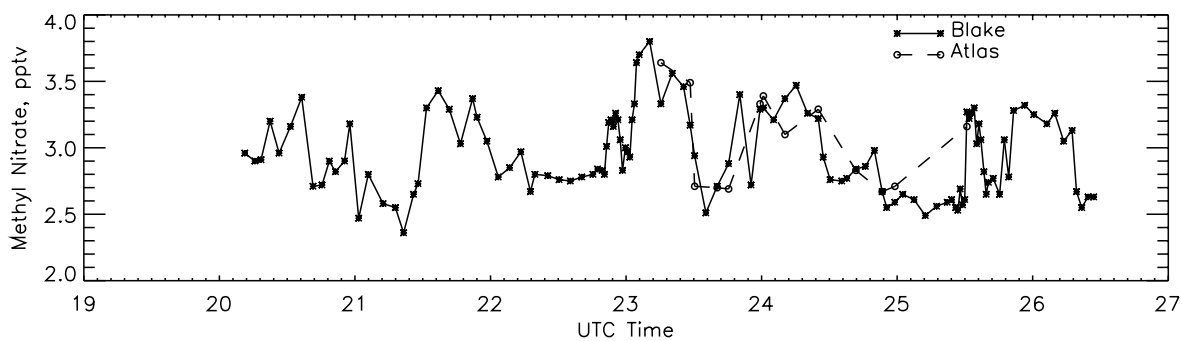
# FINAL DATA: TRACE-P P3-B Flight 06



# FINAL DATA: TRACE-P P3-B Flight 06

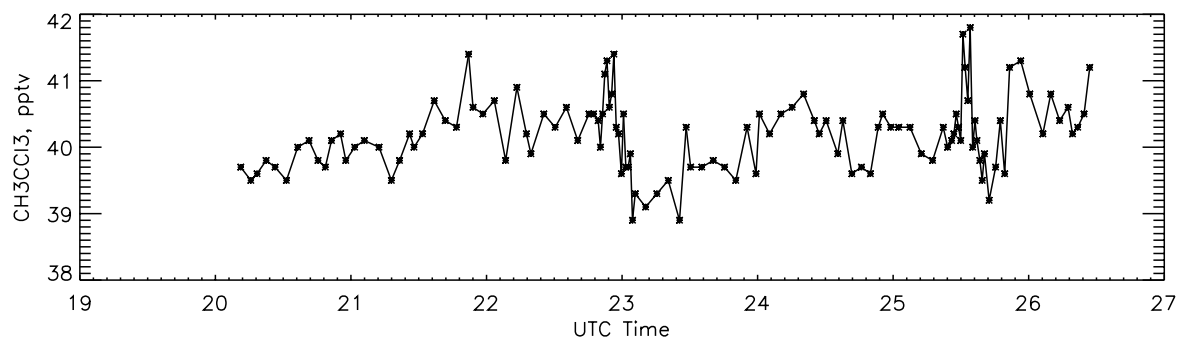
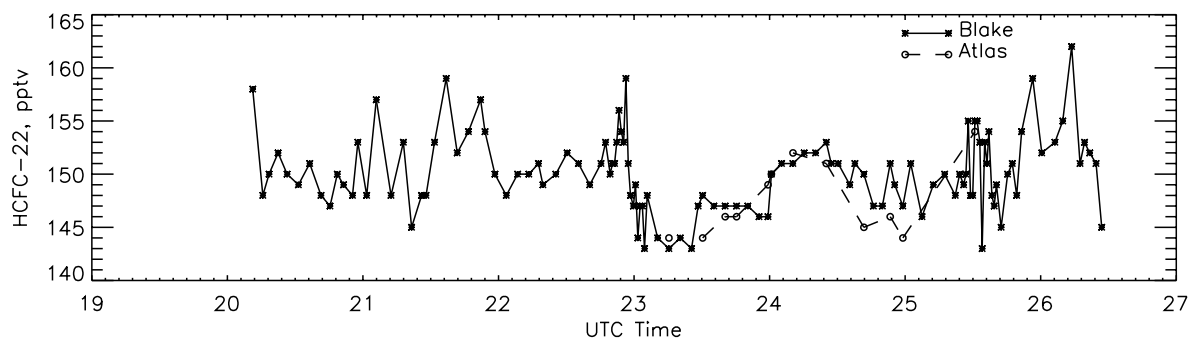
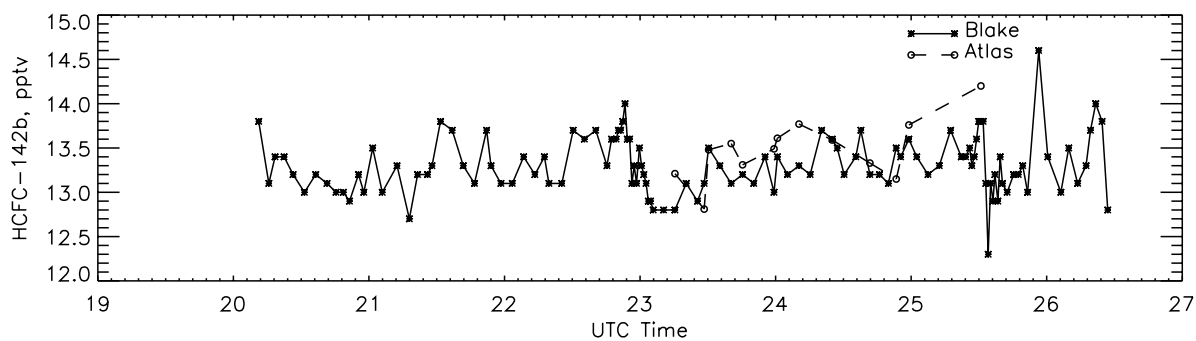
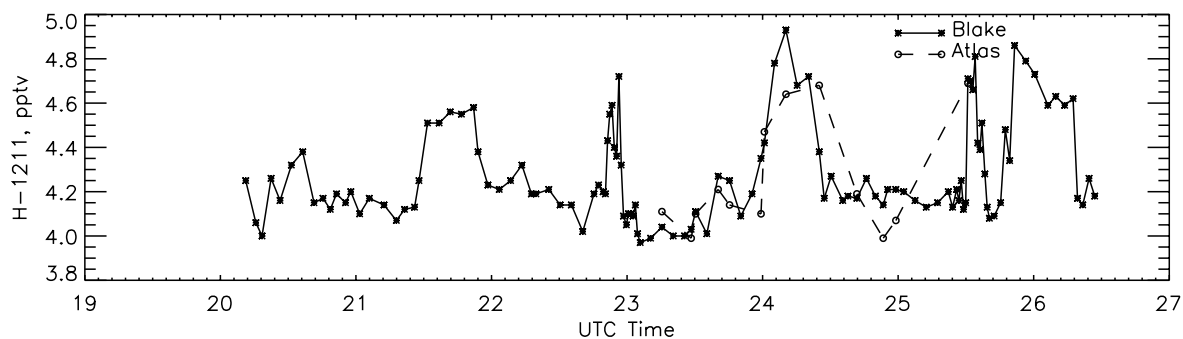
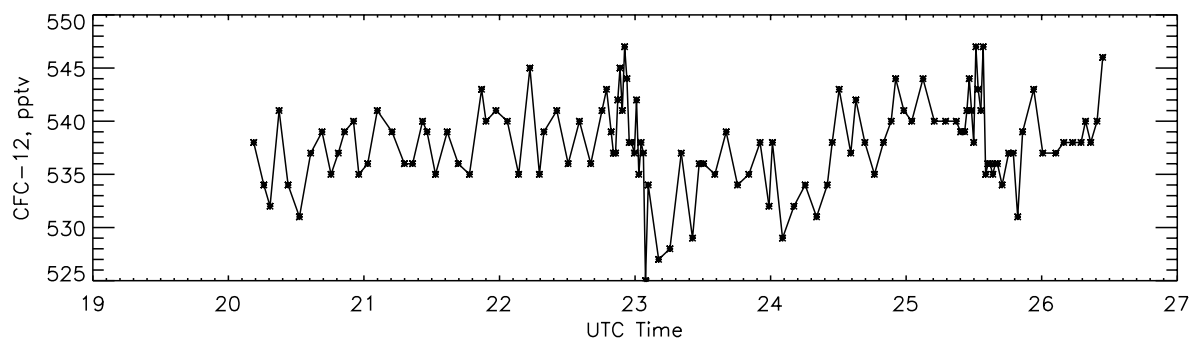


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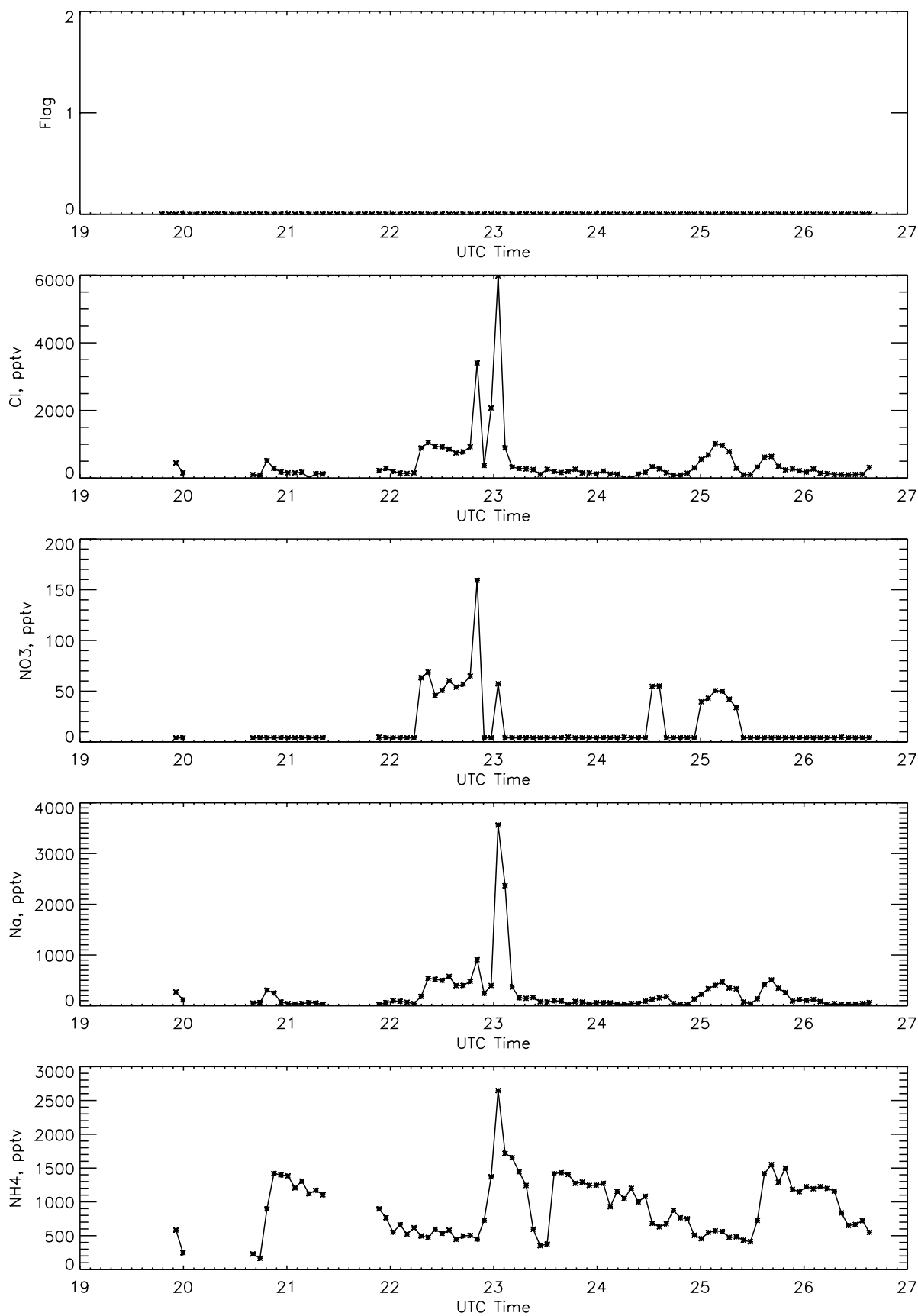




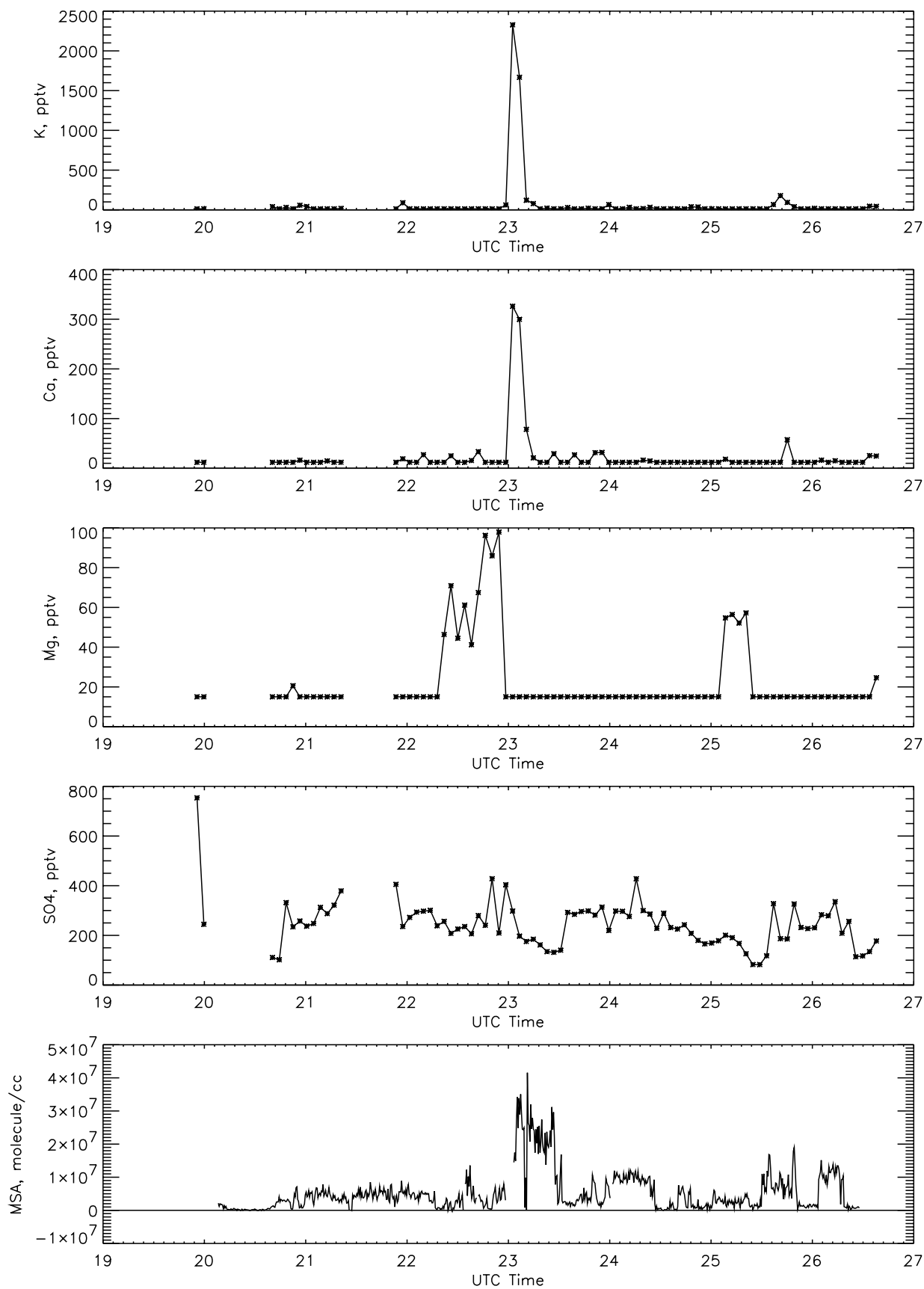
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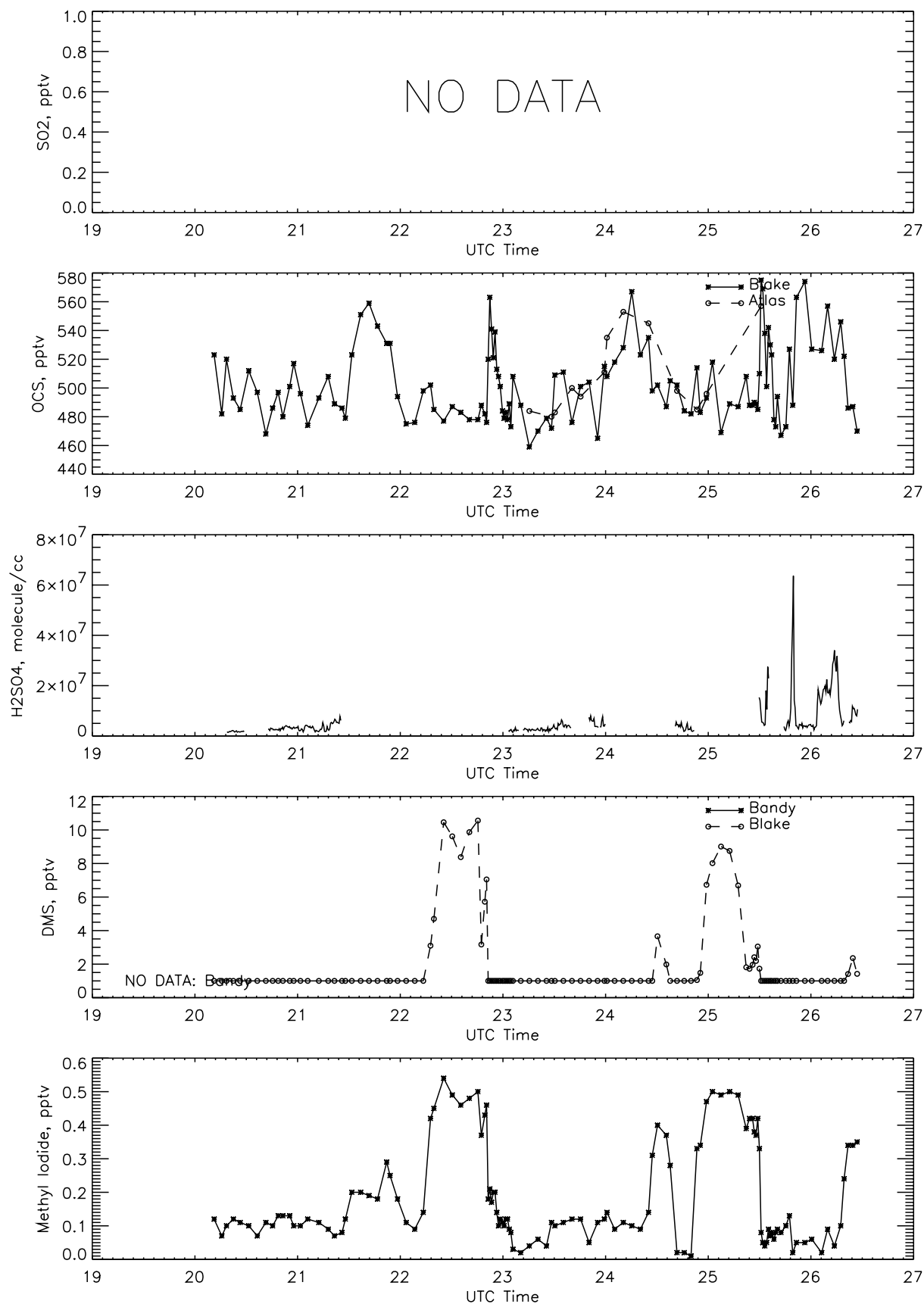
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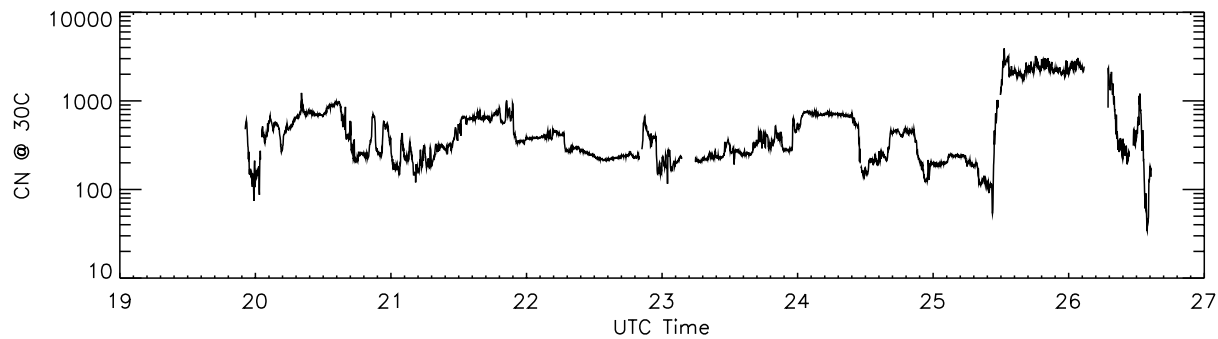
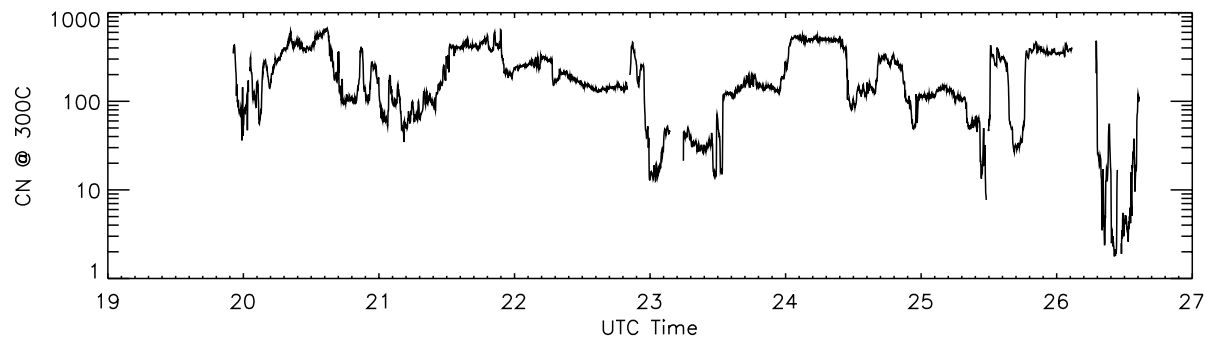
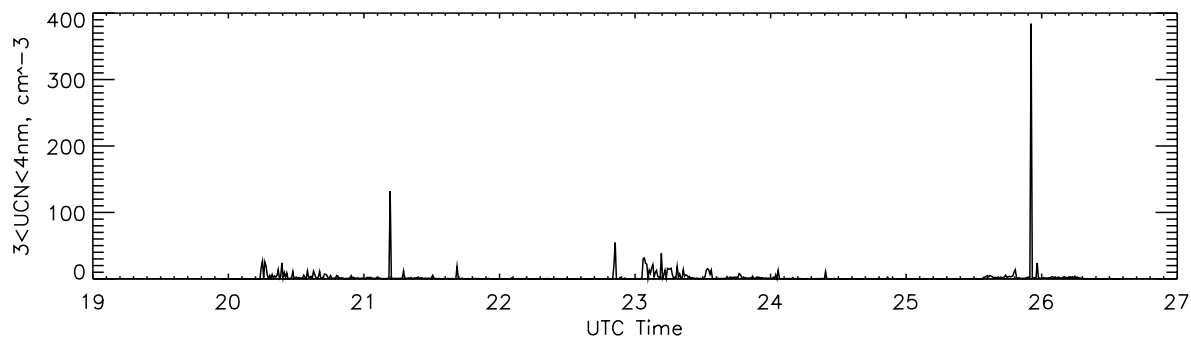
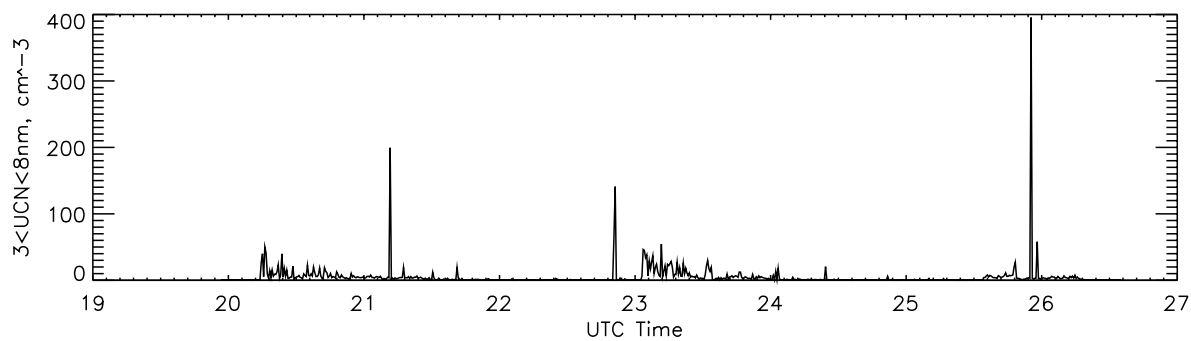
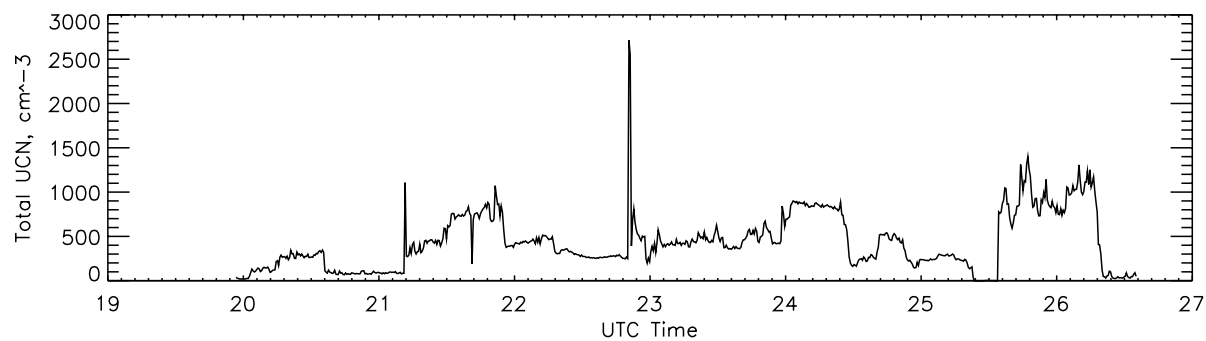
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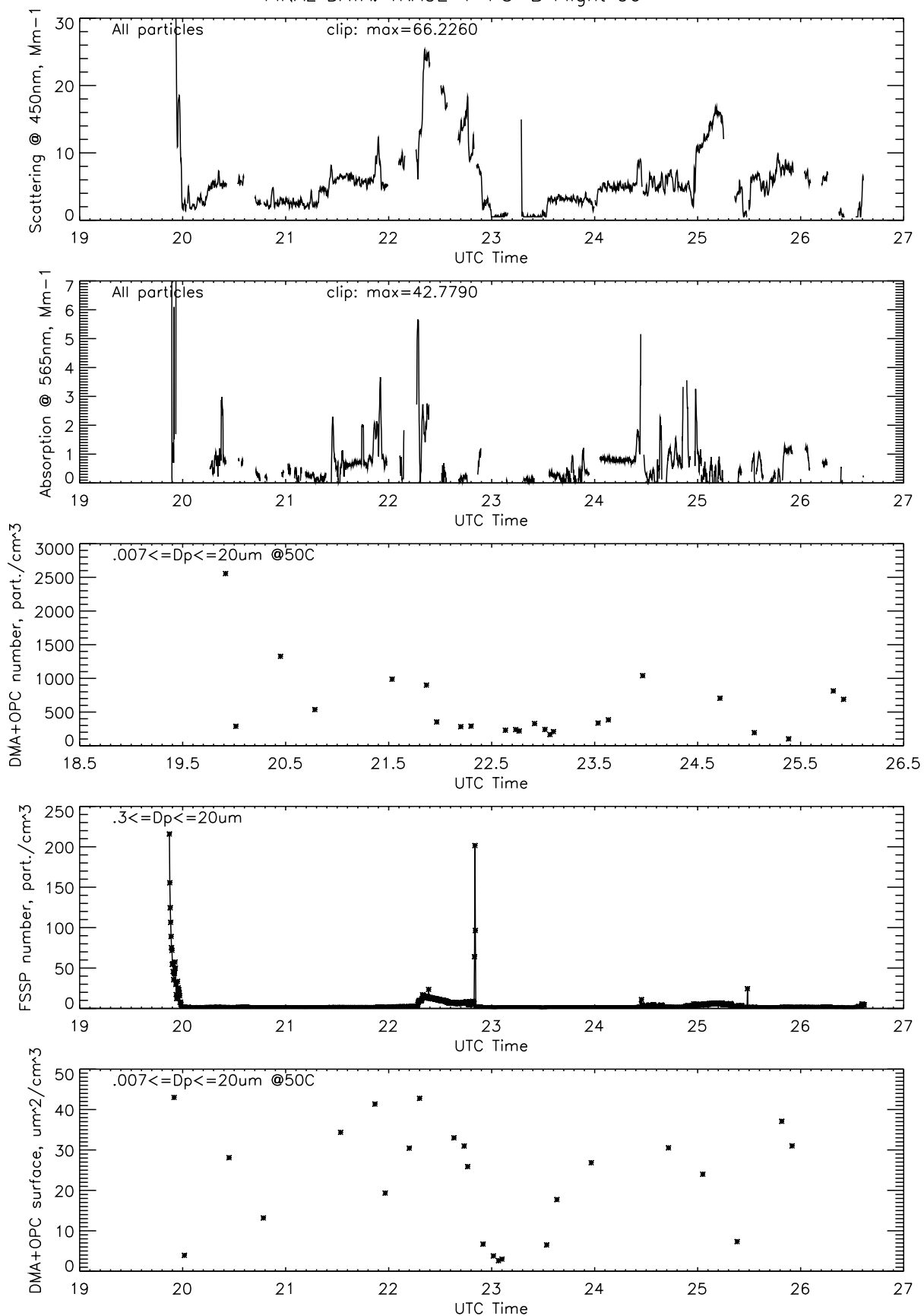
FINAL DATA: TRACE-P P3-B Flight 06



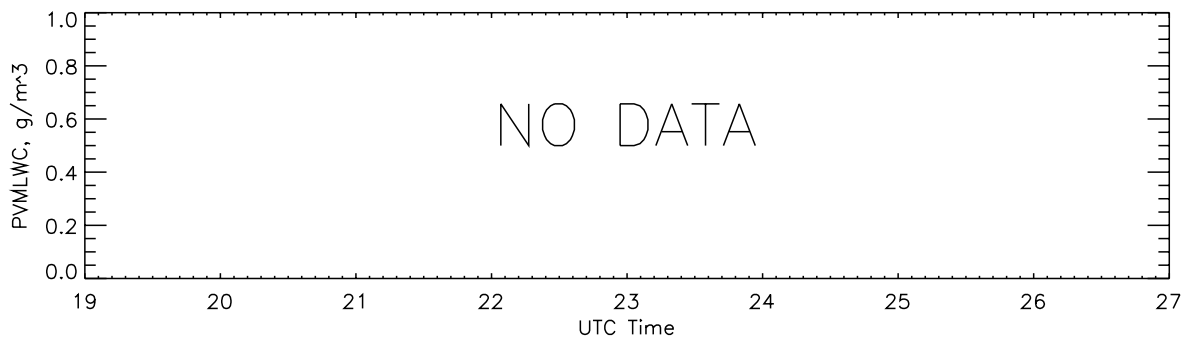
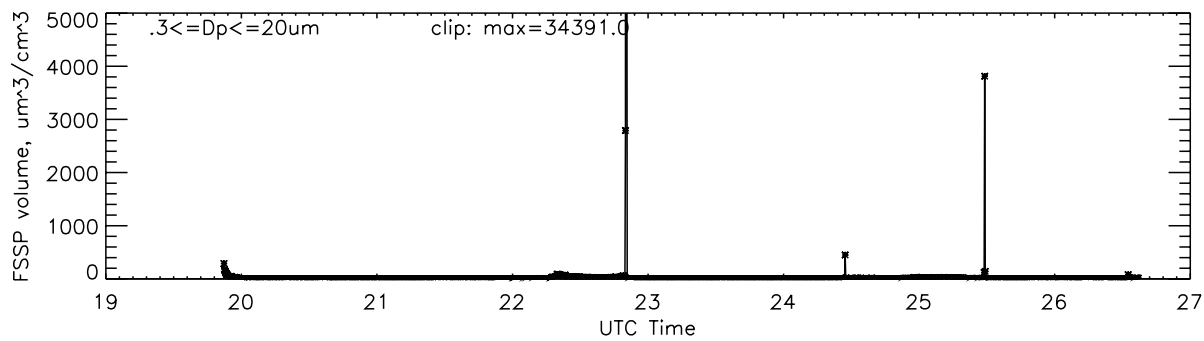
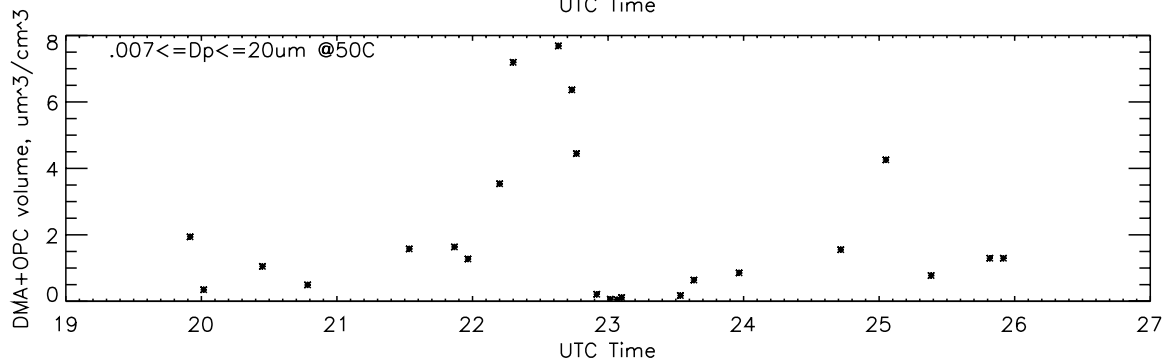
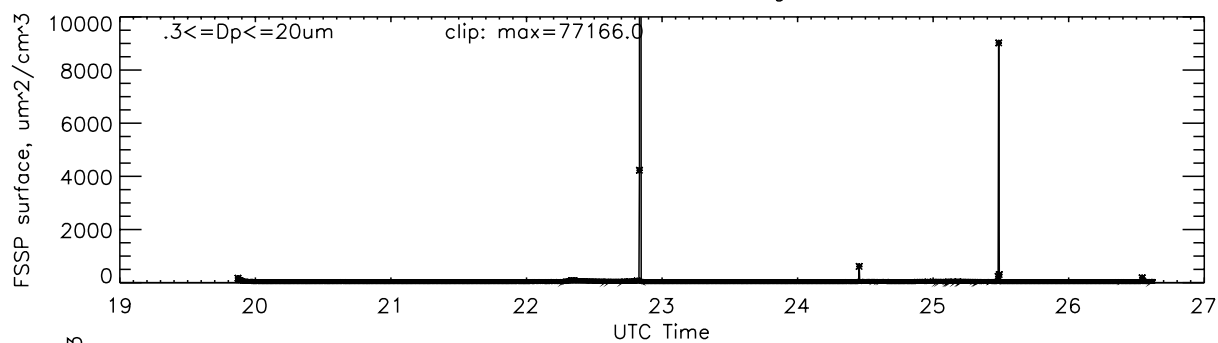
# FINAL DATA: TRACE-P P3-B Flight 06



# FINAL DATA: TRACE-P P3-B Flight 06

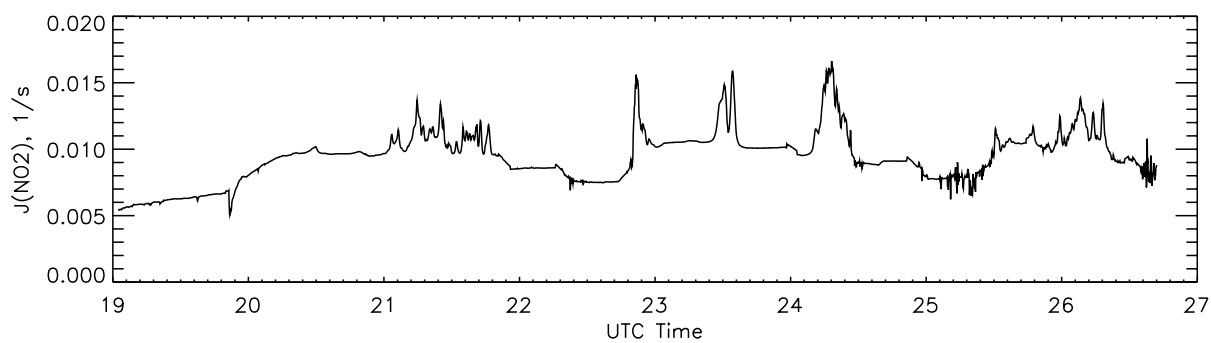
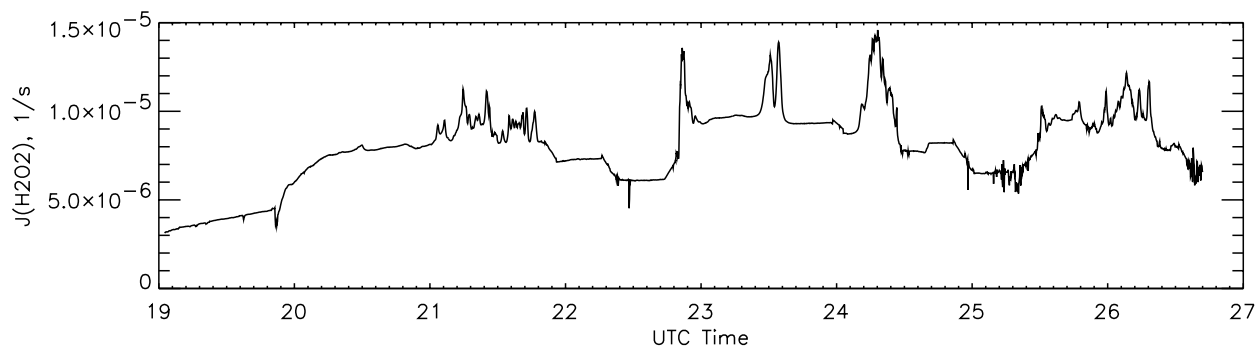
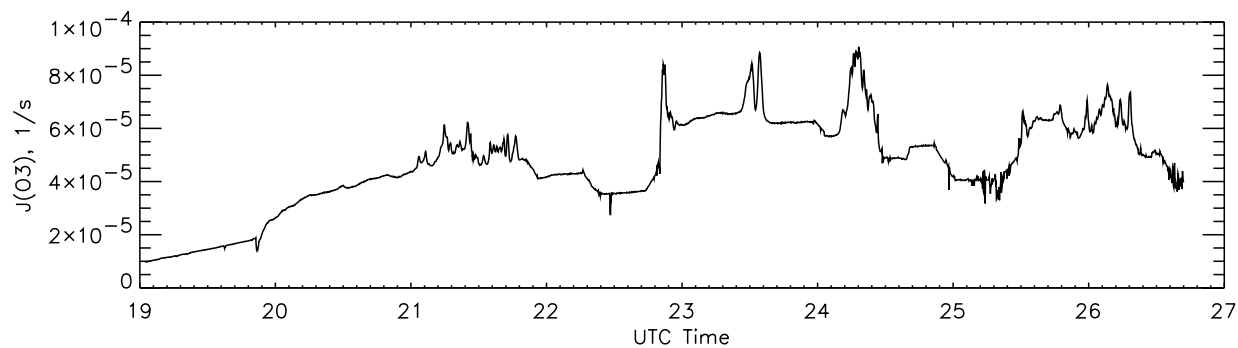
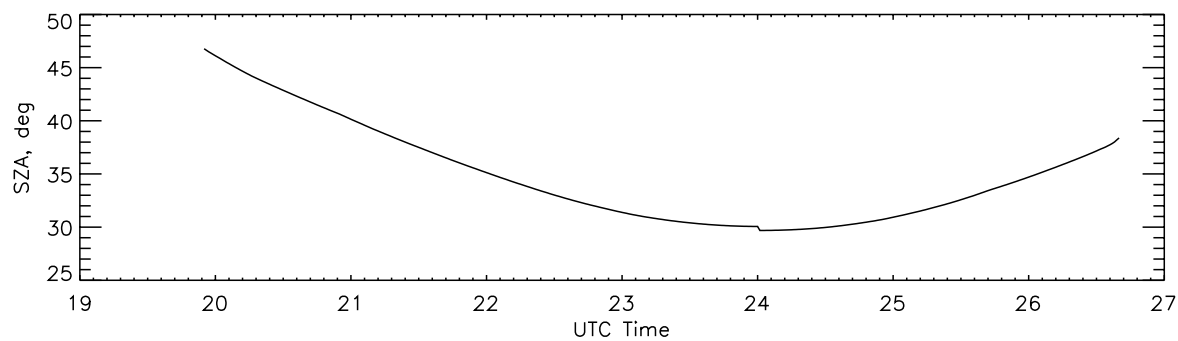
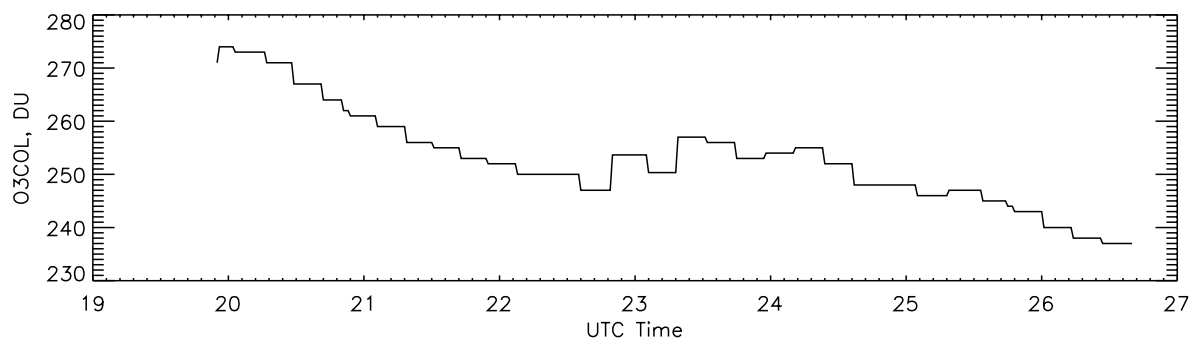


# FINAL DATA: TRACE-P P3-B Flight 06



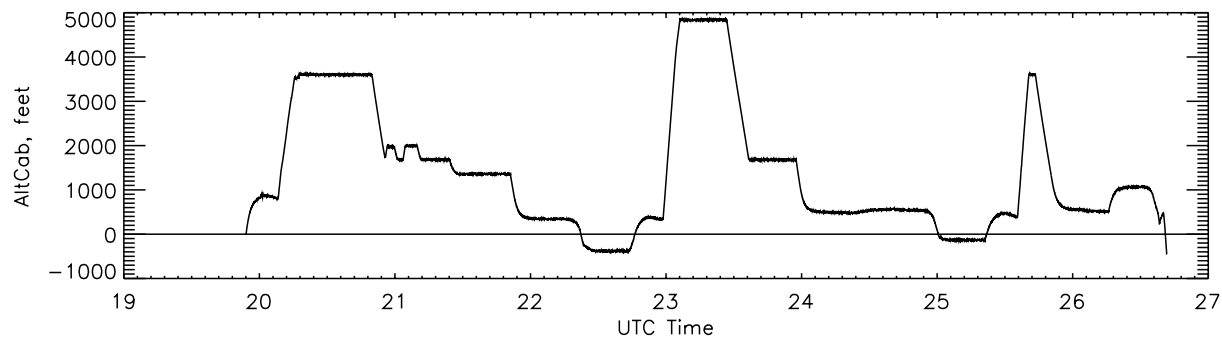
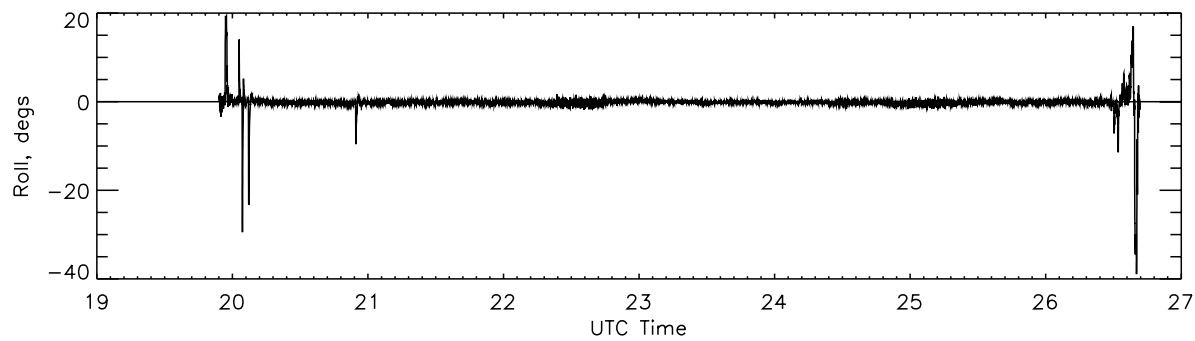
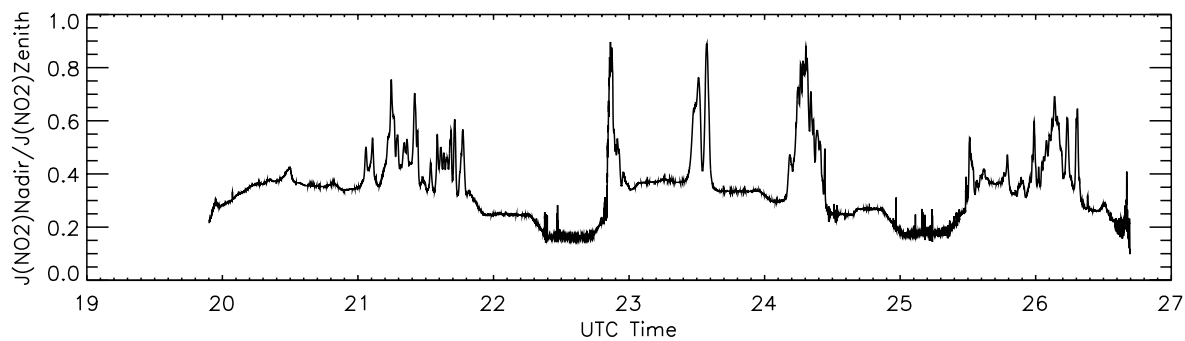
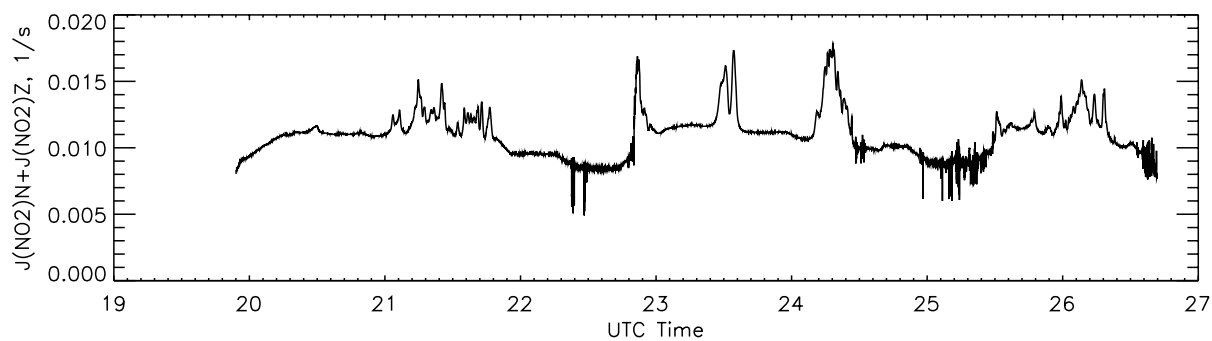
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# FINAL DATA: TRACE-P P3-B Flight 06

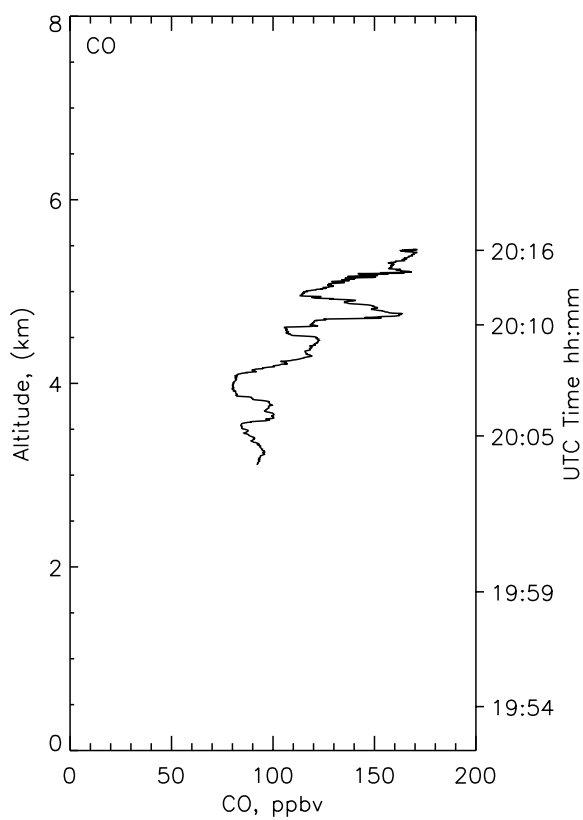
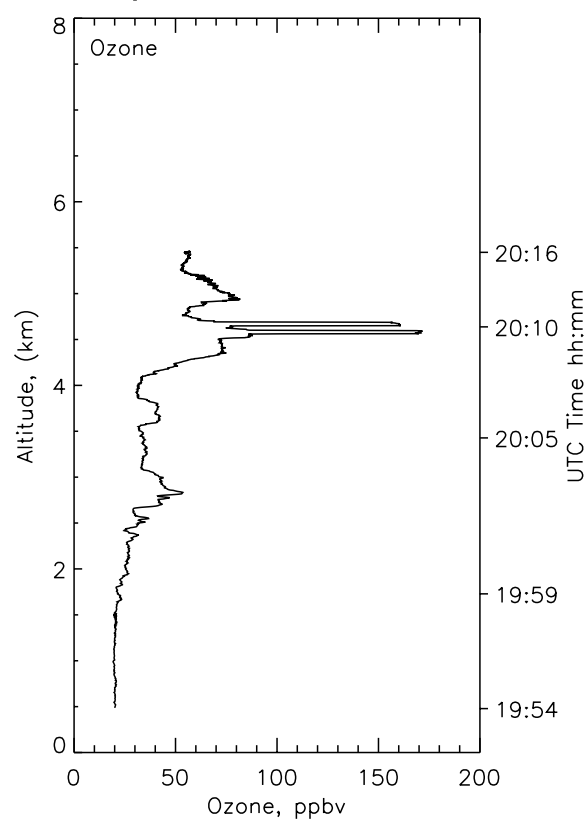
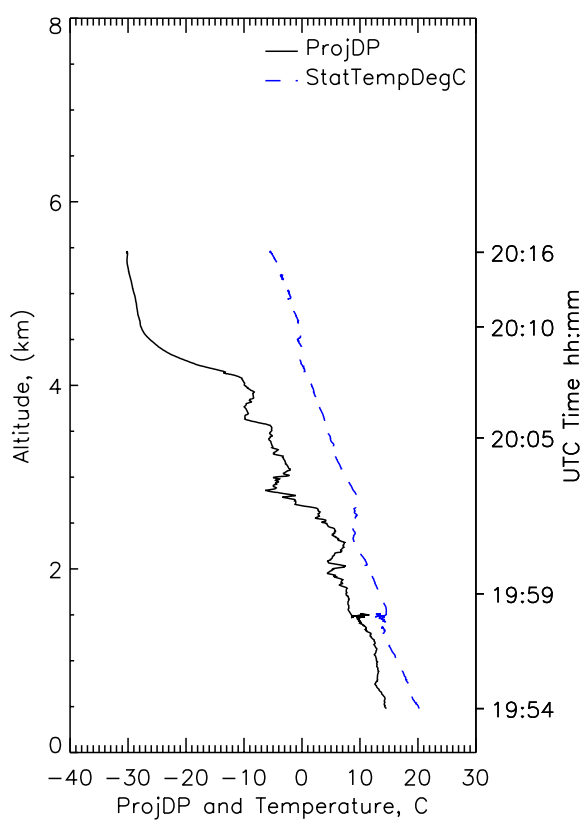




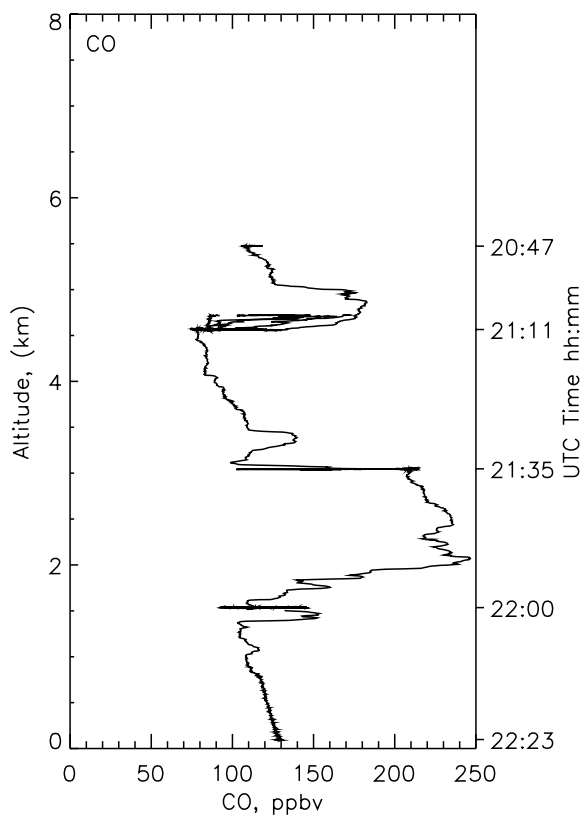
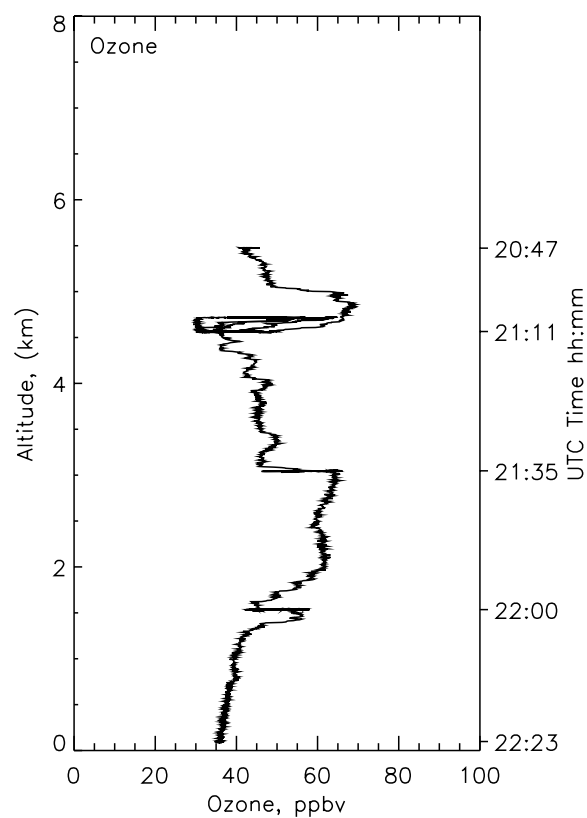
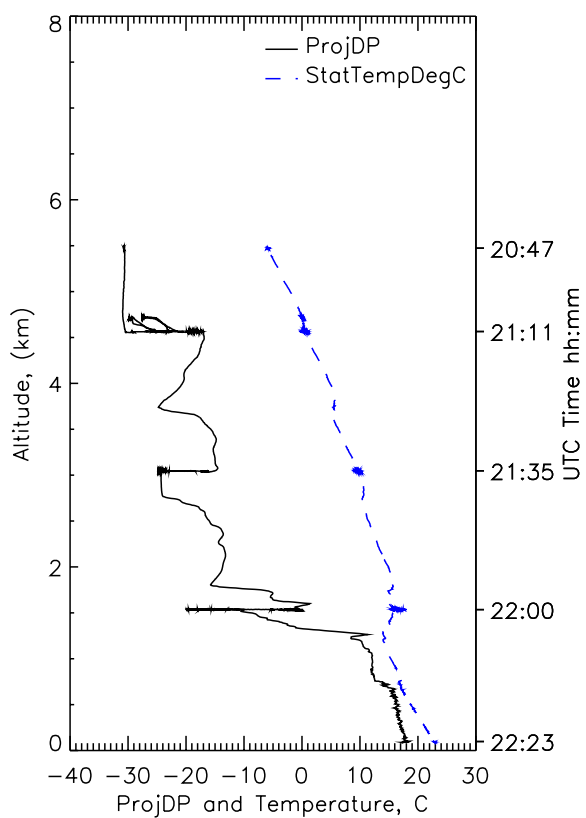
# FINAL DATA: TRACE-P P3-B Flight 06



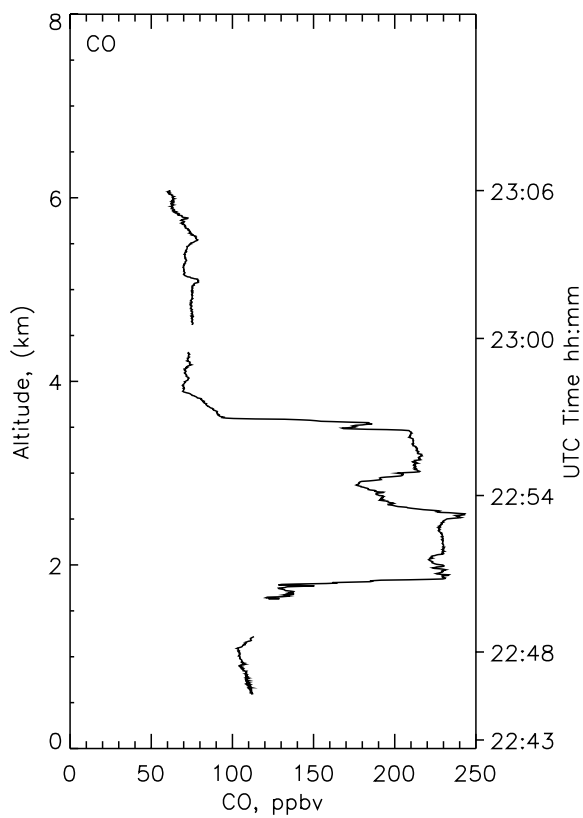
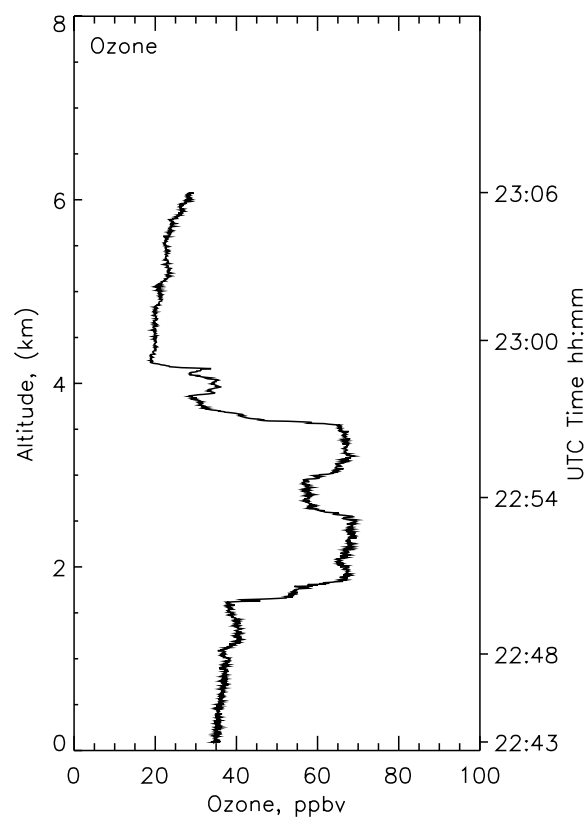
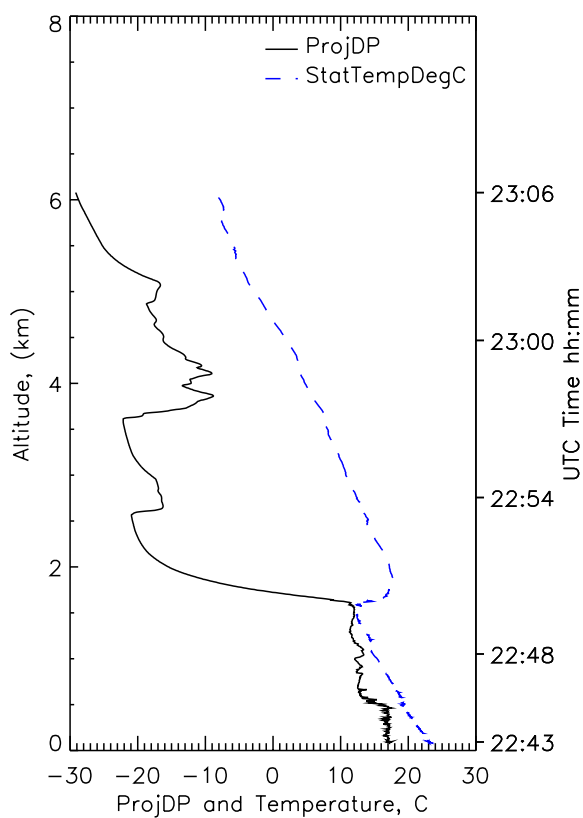
# Profile # 1 TRACE-P P3-B Flight 06



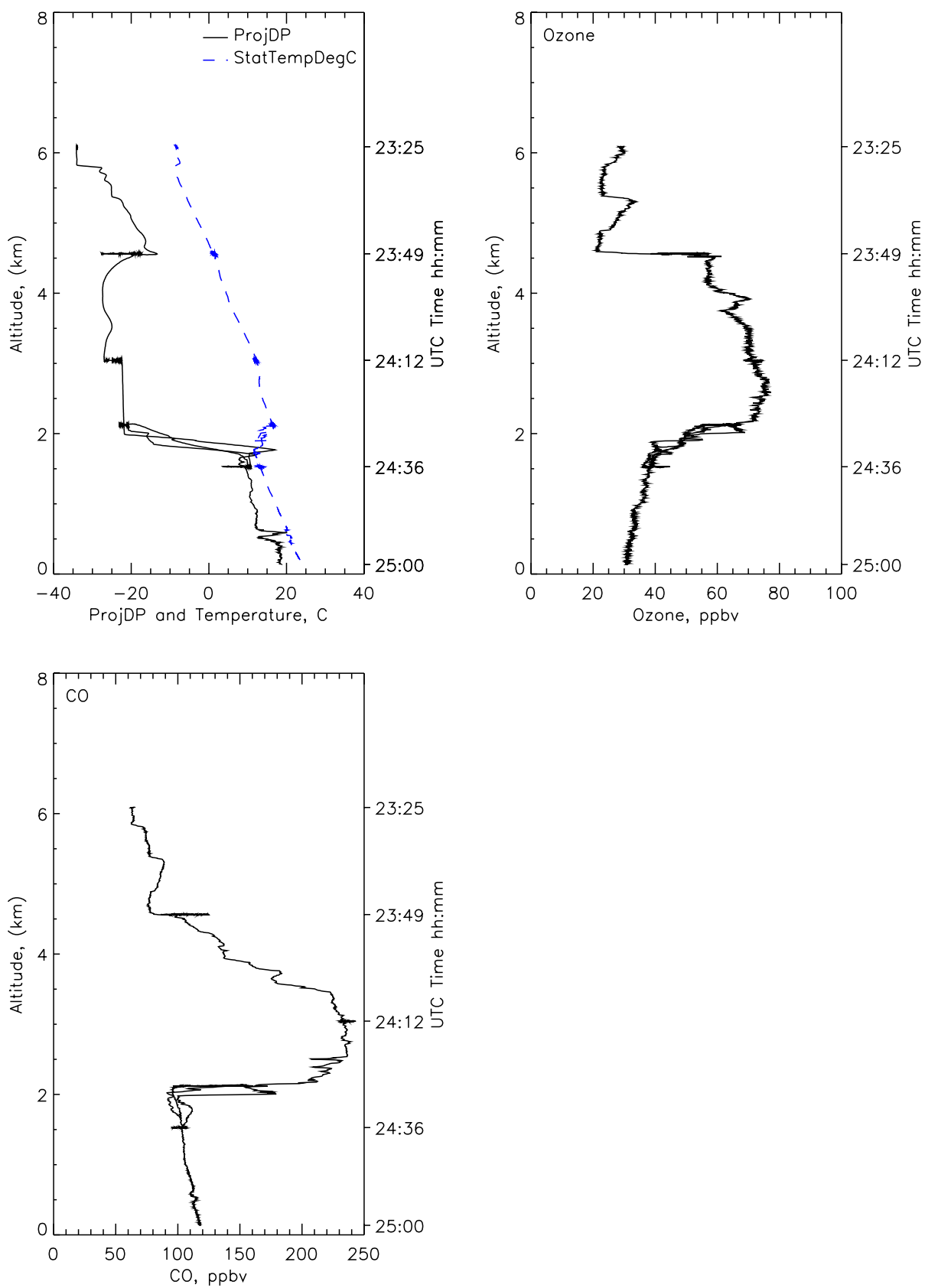
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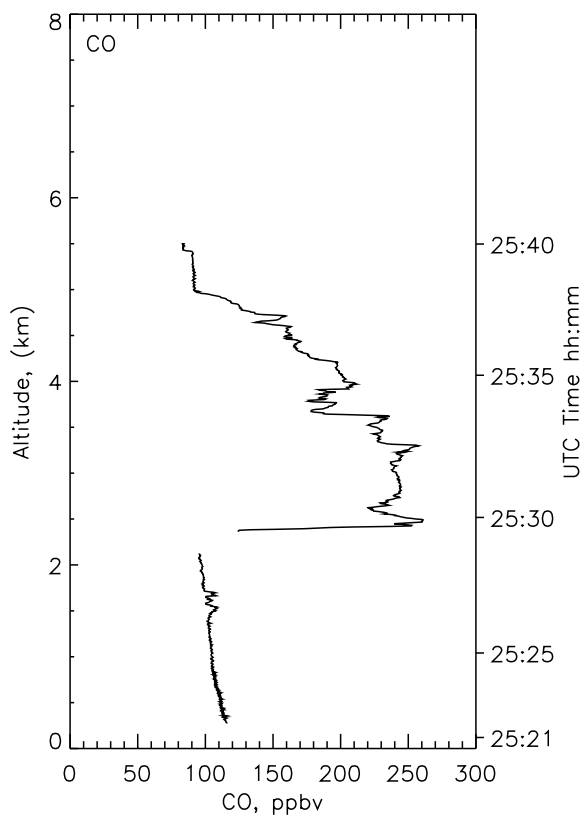
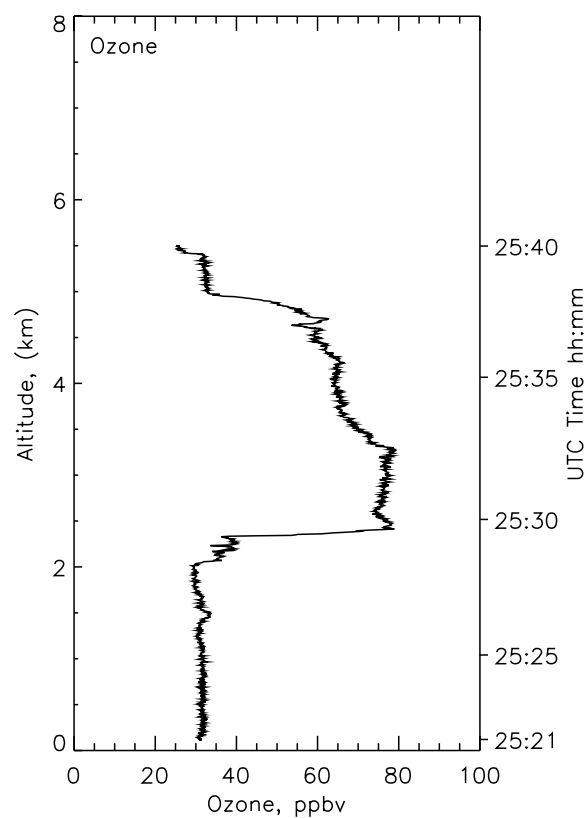
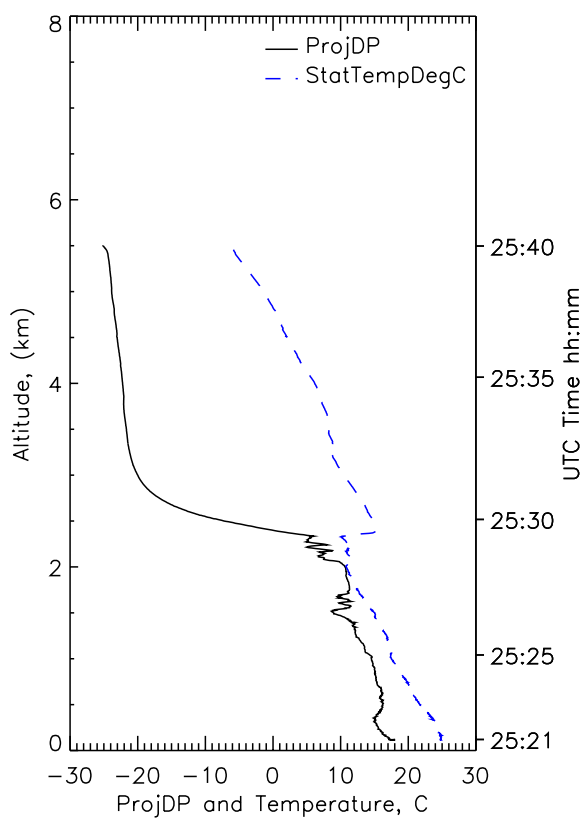
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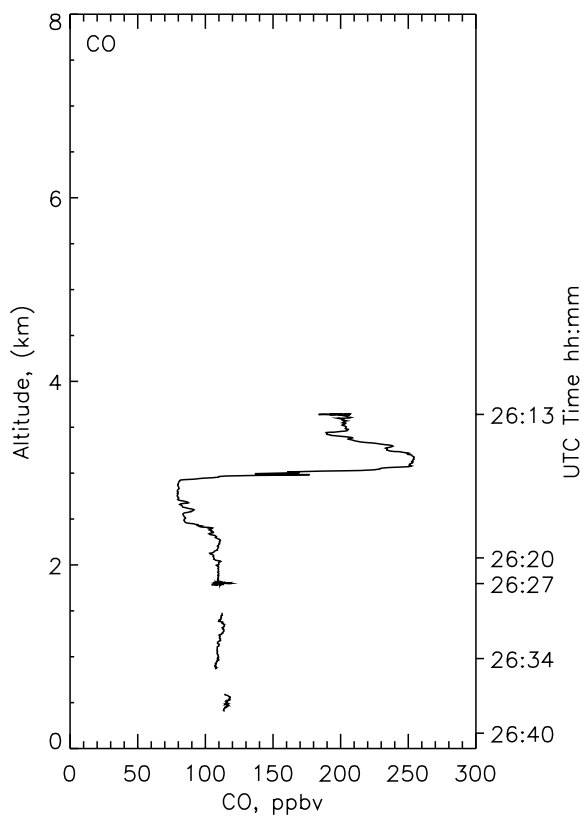
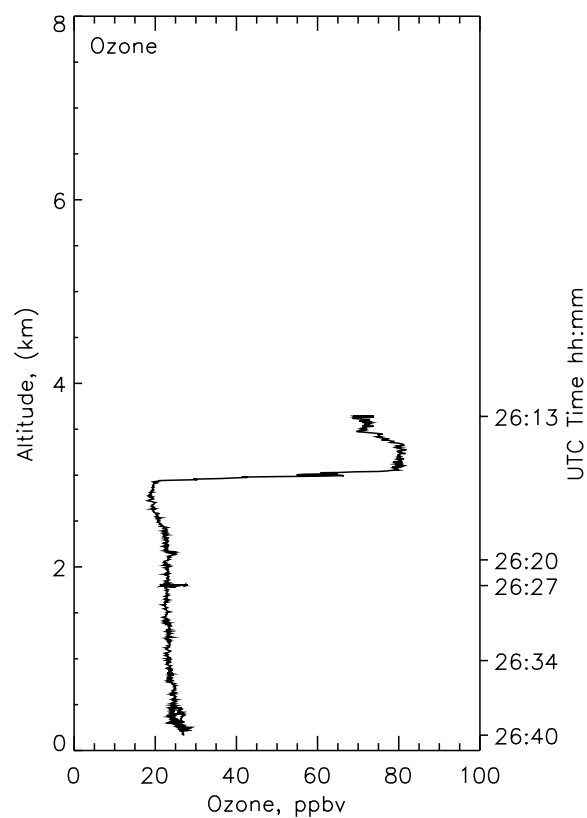
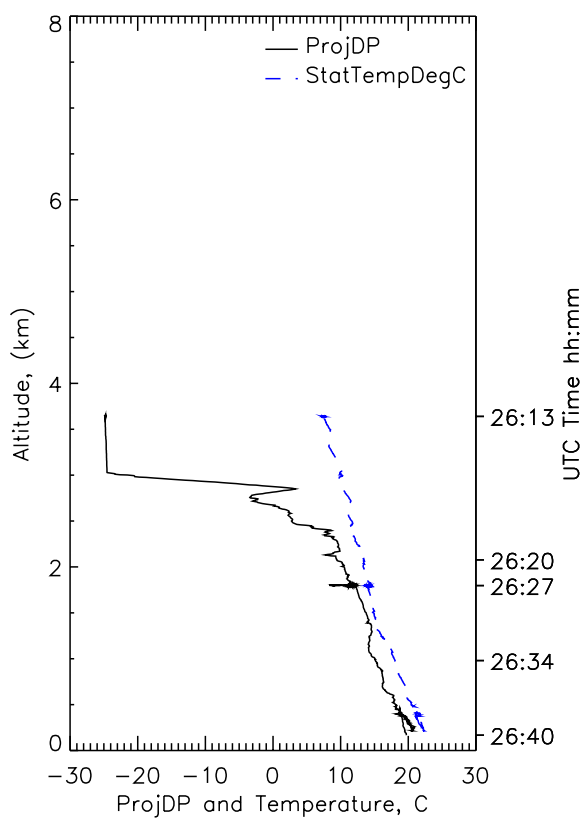
# Profile # 4 TRACE-P P3-B Flight 06



# Profile # 5 TRACE-P P3-B Flight 06



# Profile # 6 TRACE-P P3-B Flight 06



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 7P

Transit: Wake Island to Guam

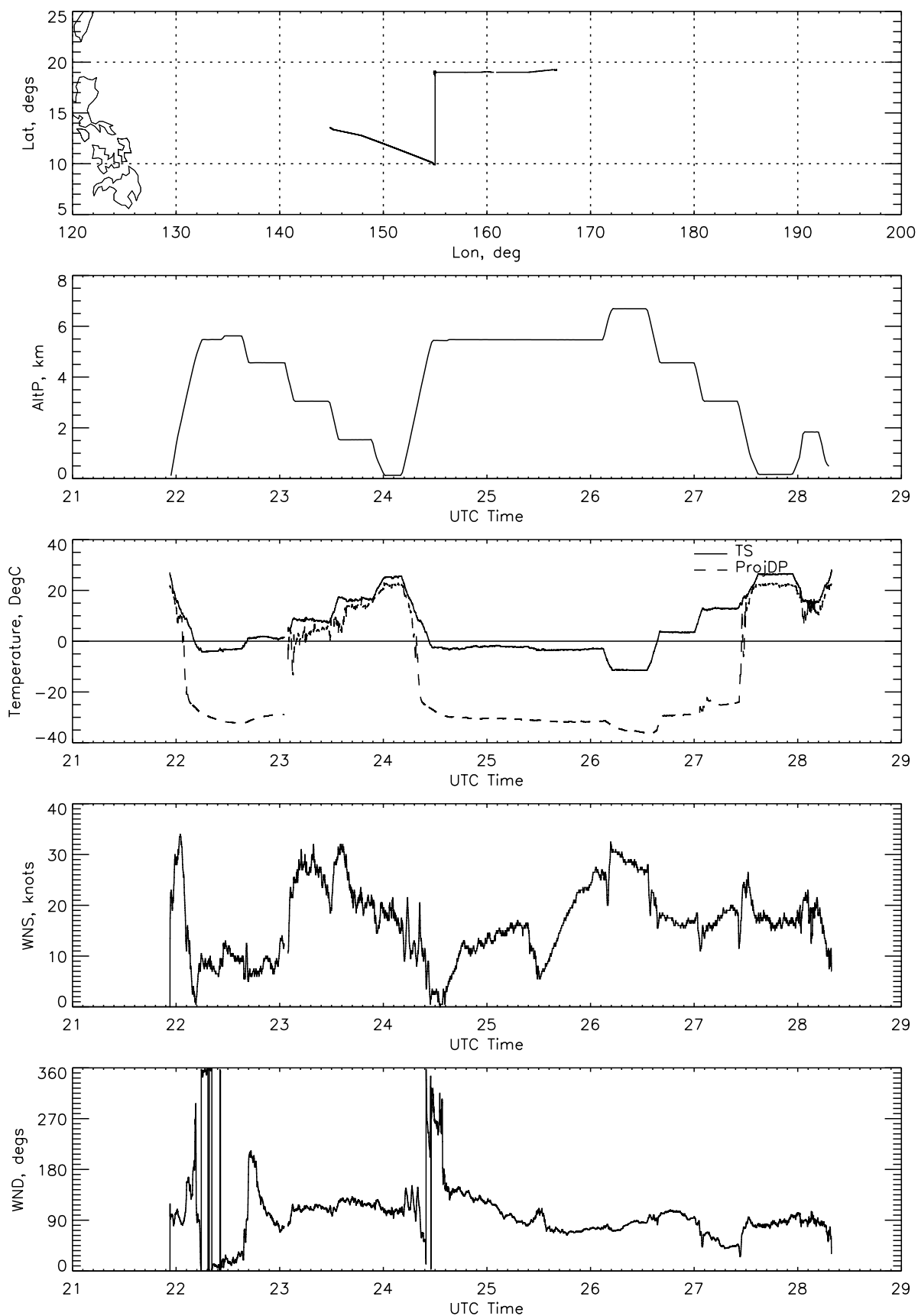
Tropical/Subtropical Gradient

March 1, 2001

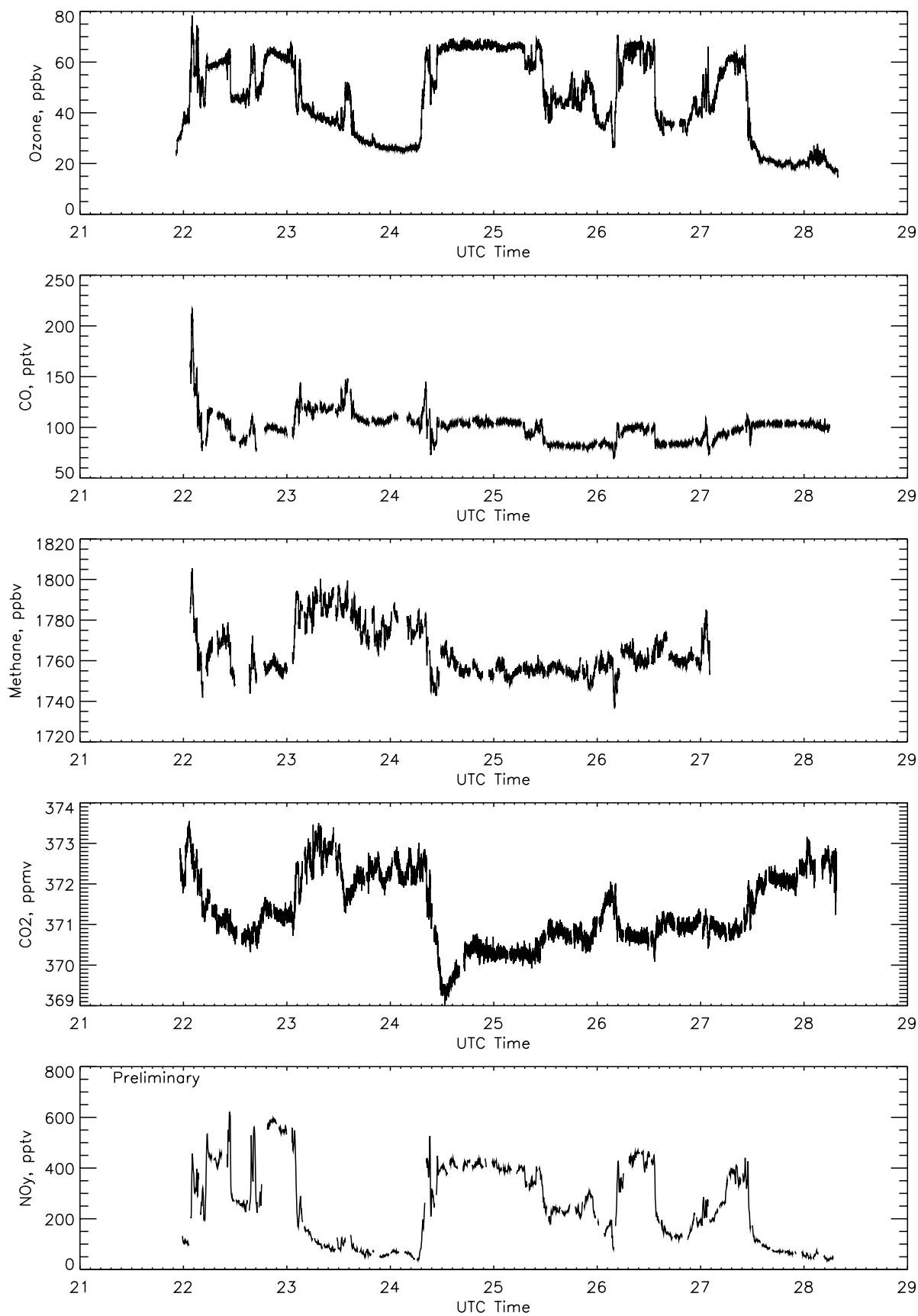




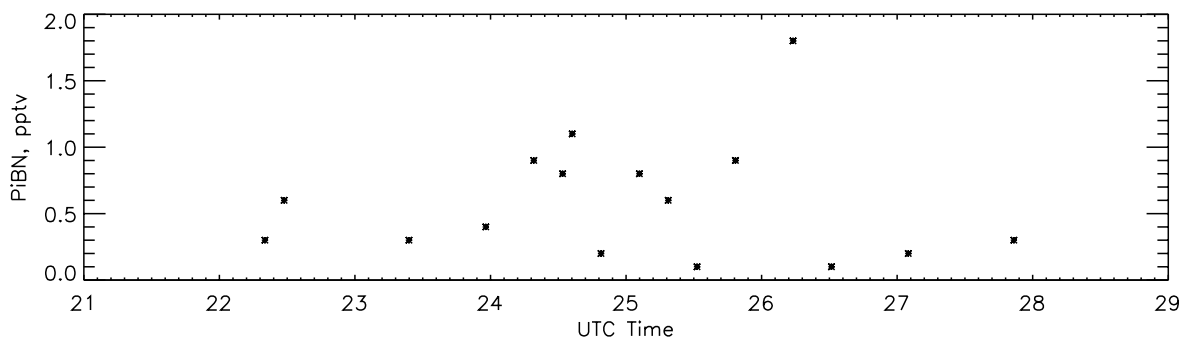
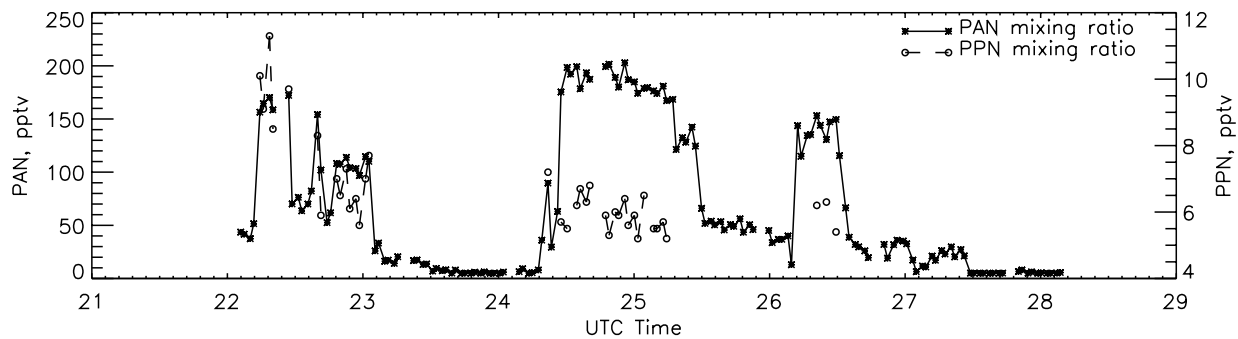
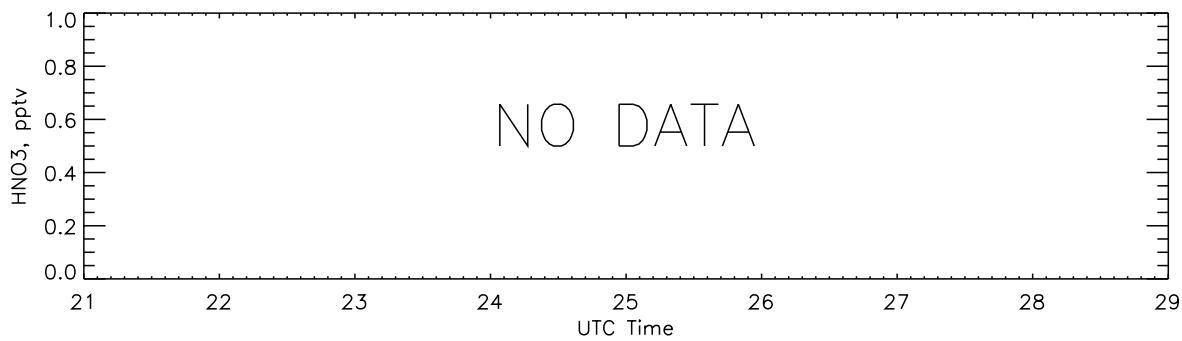
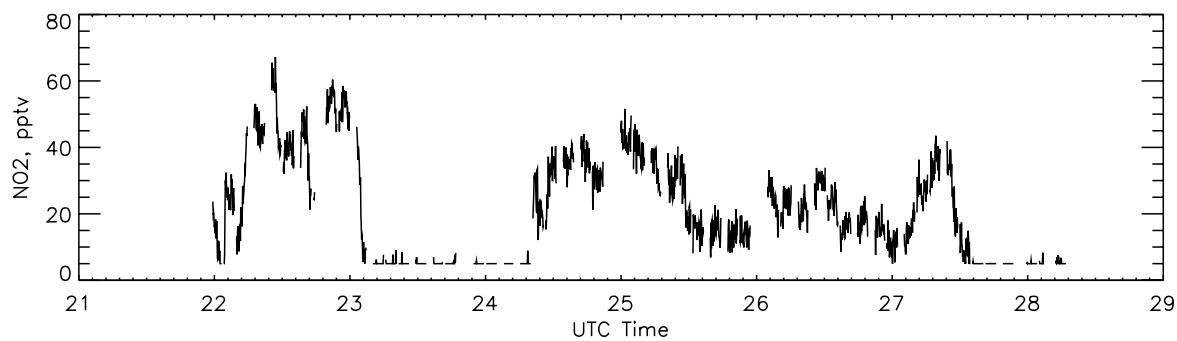
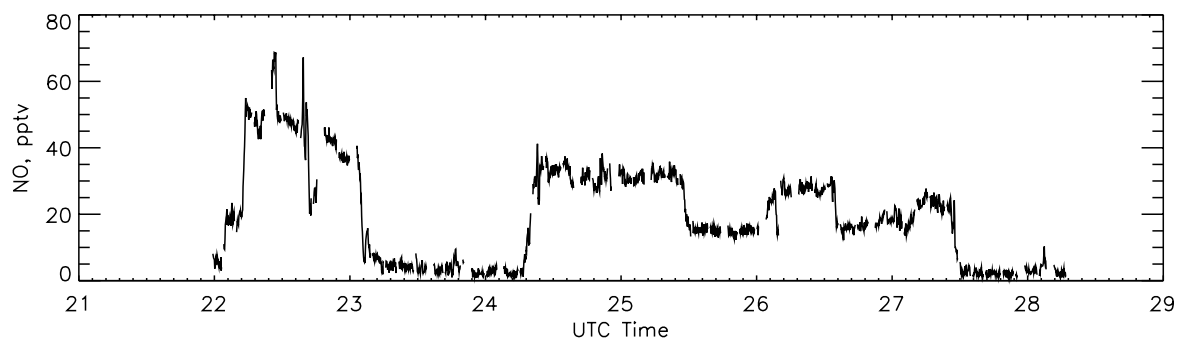
# FINAL DATA: TRACE-P P3-B Flight 07



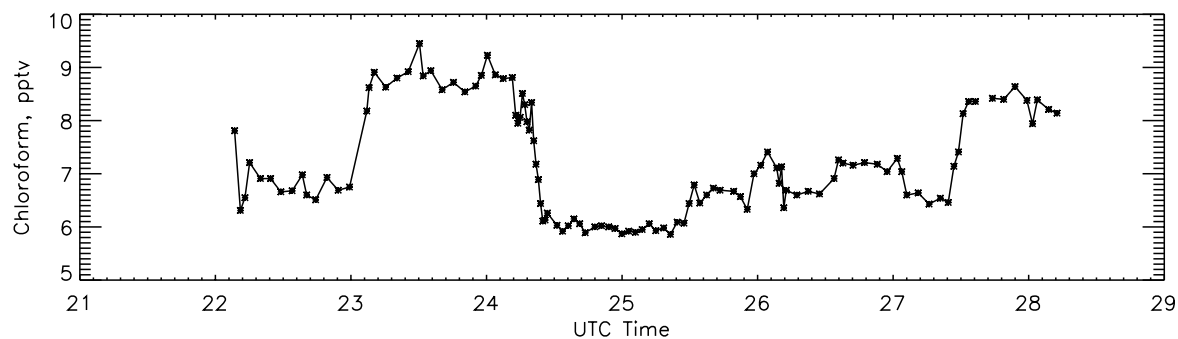
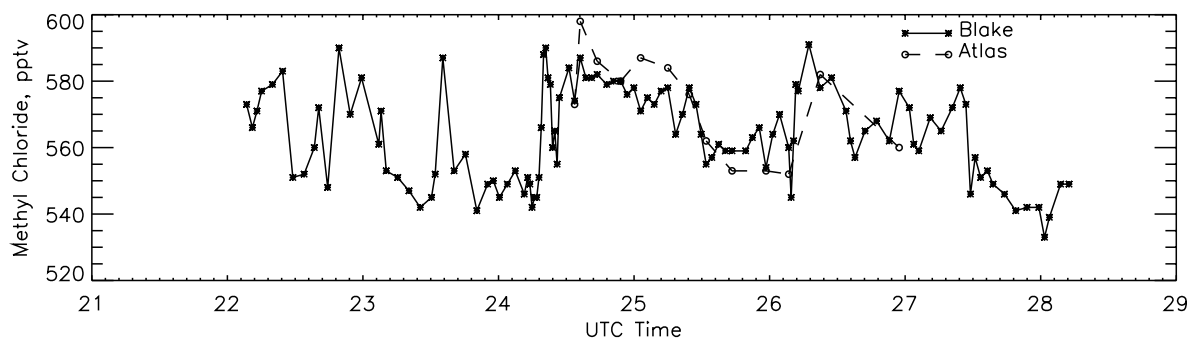
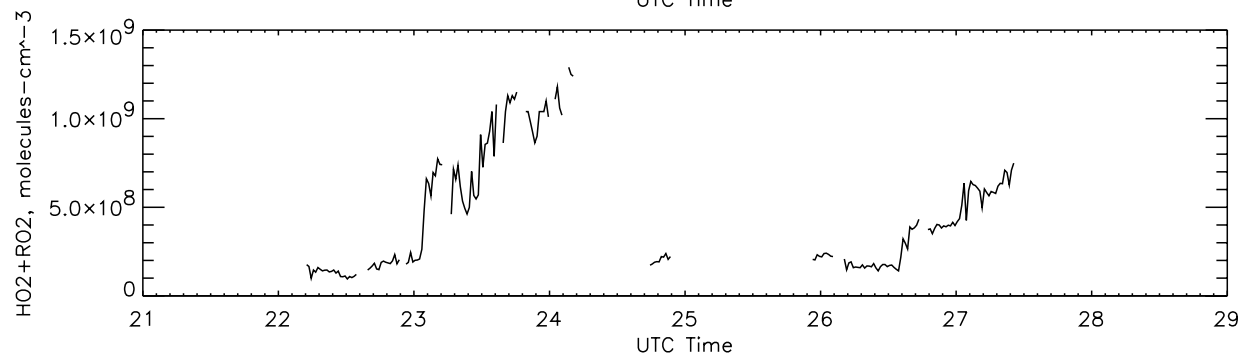
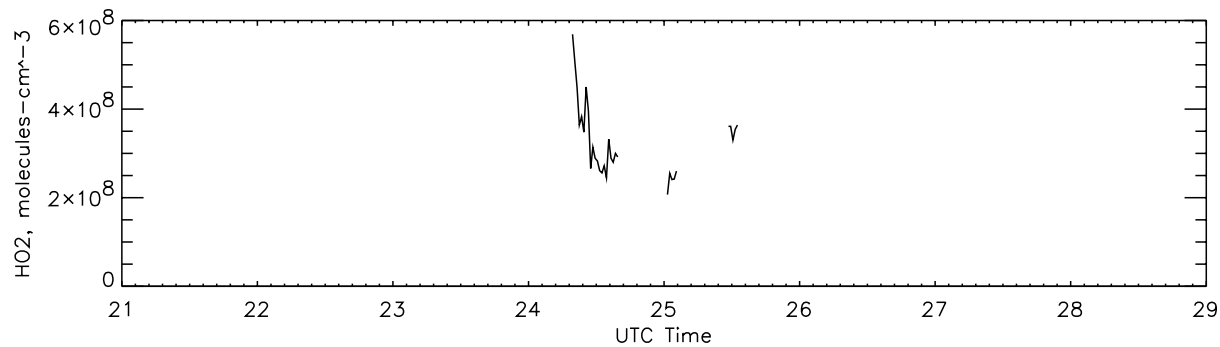
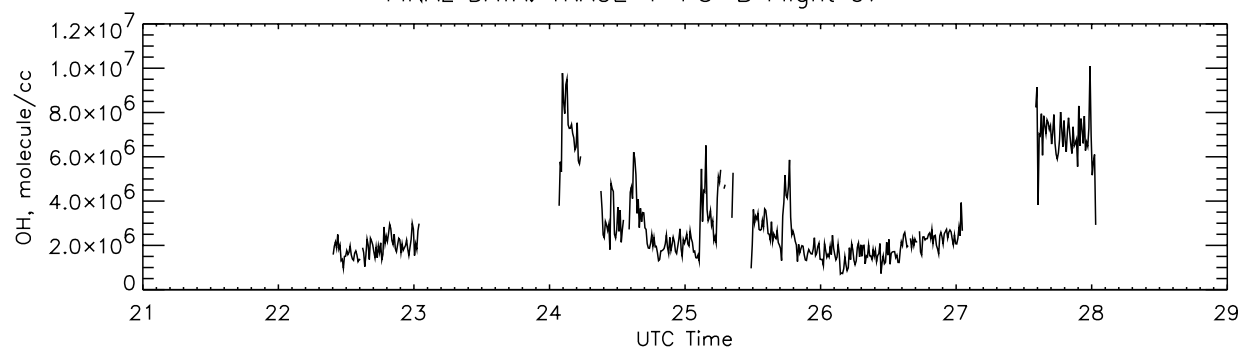
FINAL DATA: TRACE-P P3-B Flight 07



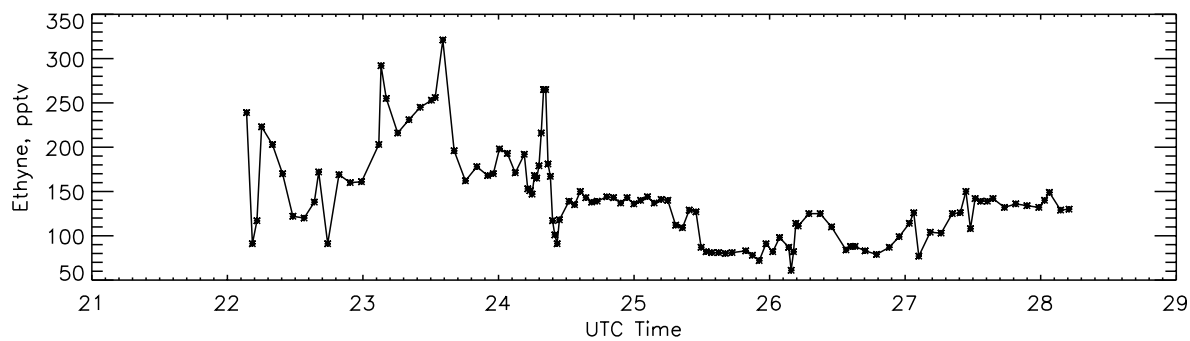
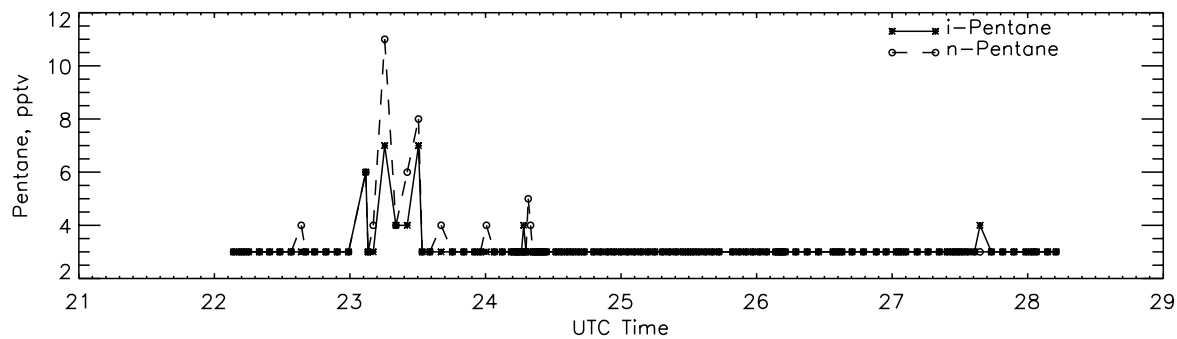
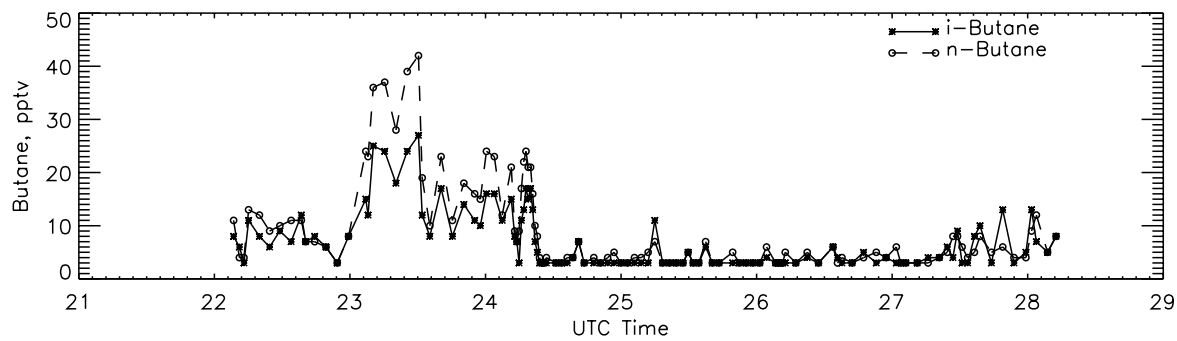
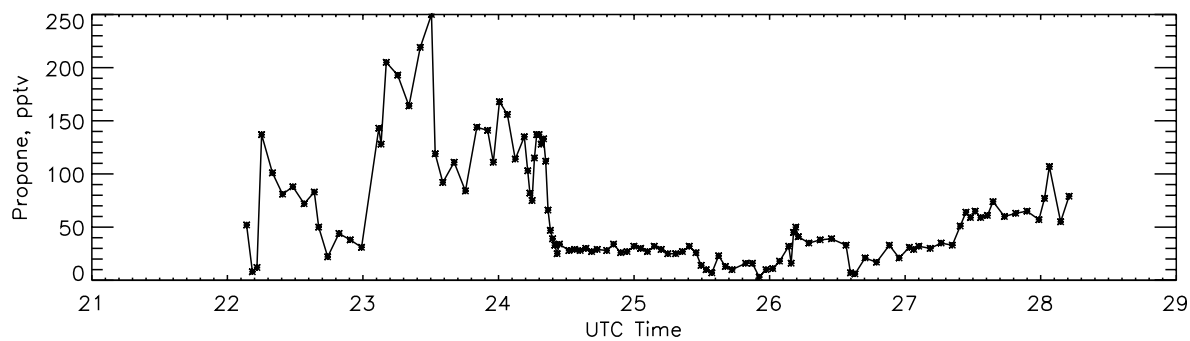
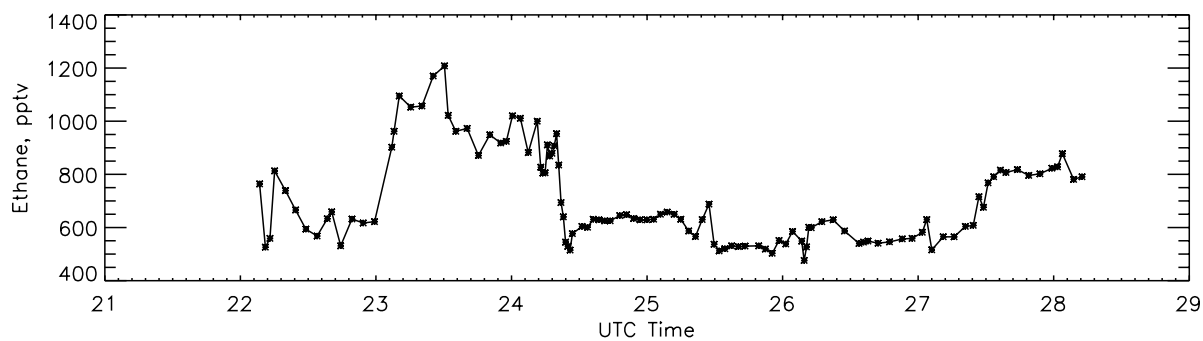
# FINAL DATA: TRACE-P P3-B Flight 07



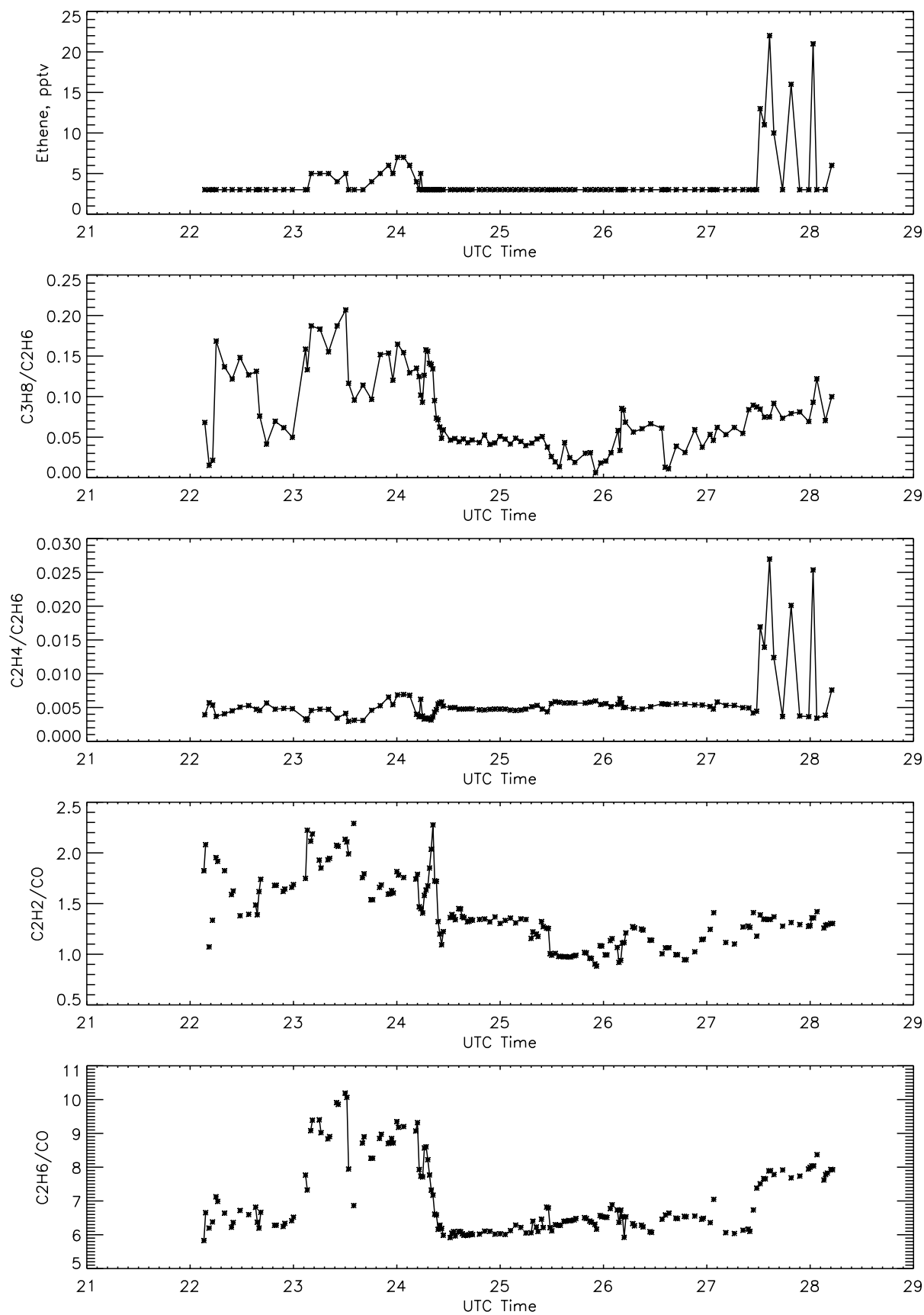
# FINAL DATA: TRACE-P P3-B Flight 07



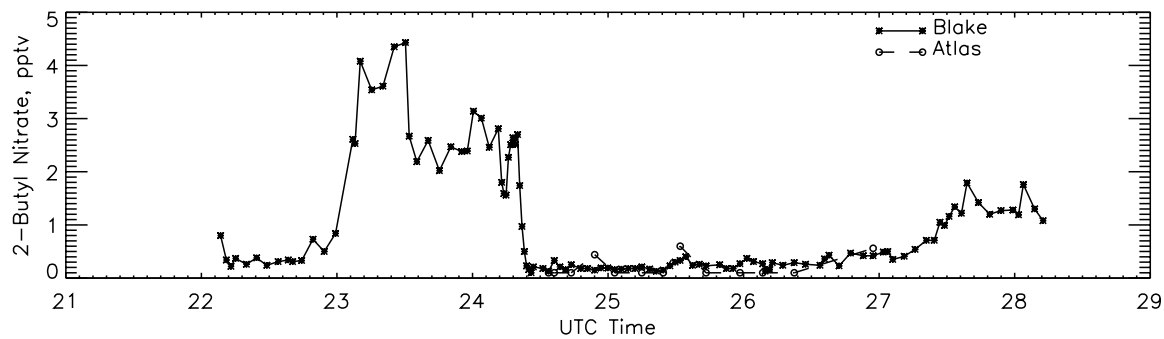
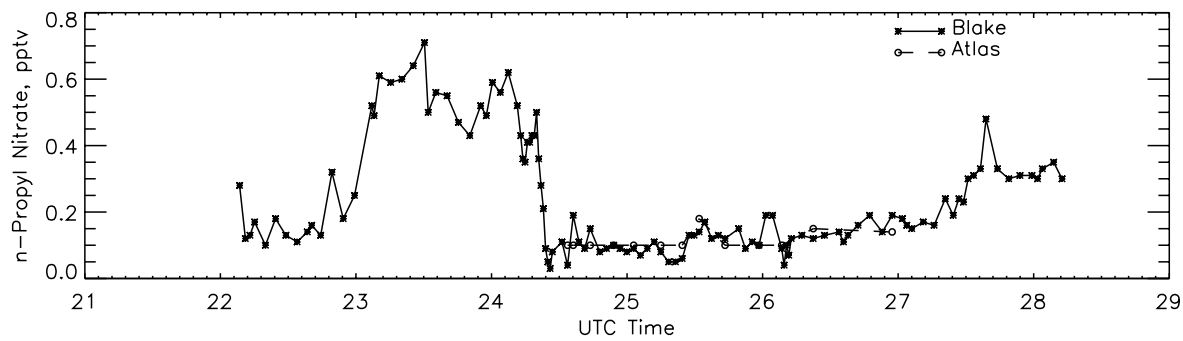
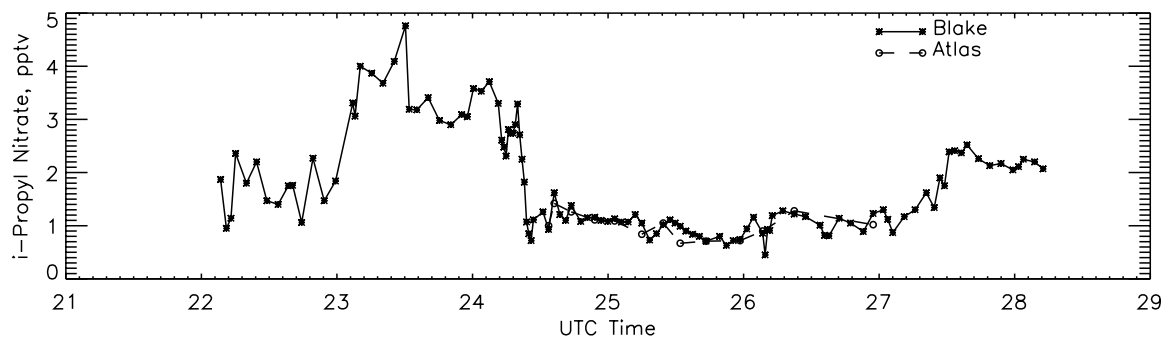
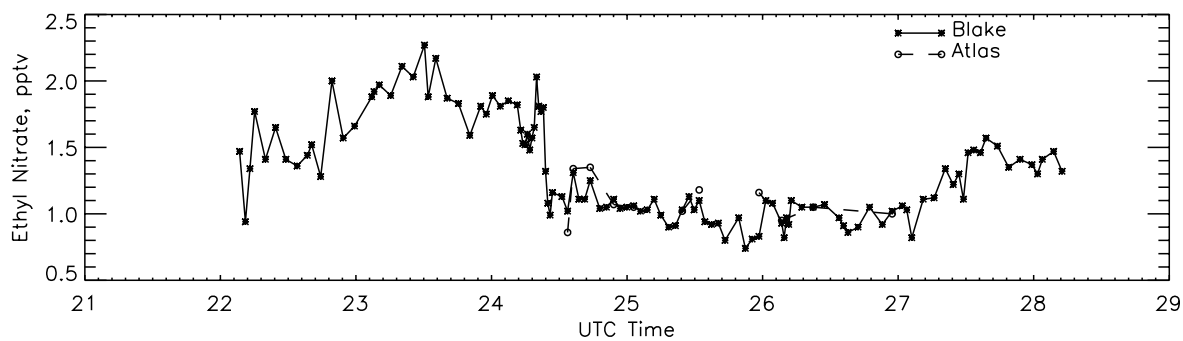
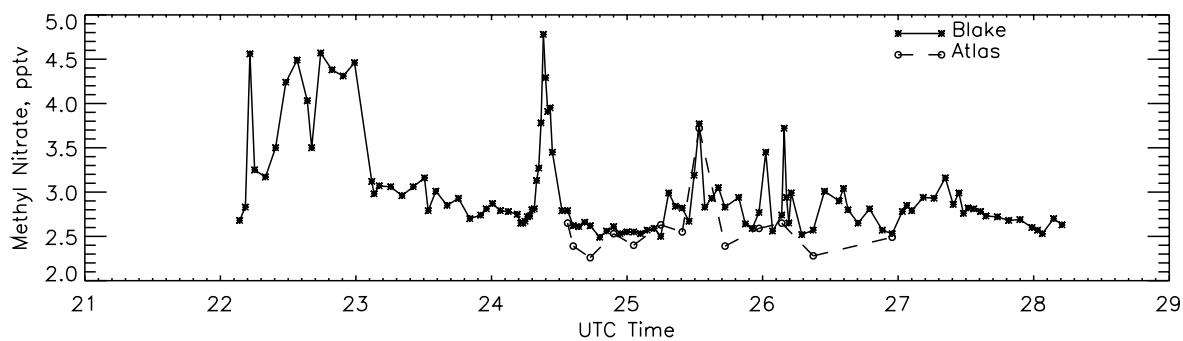
# FINAL DATA: TRACE-P P3-B Flight 07



# FINAL DATA: TRACE-P P3-B Flight 07

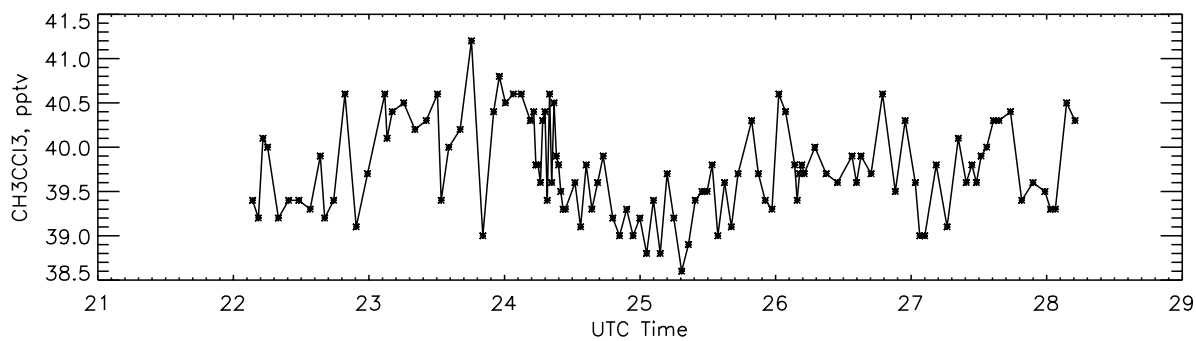
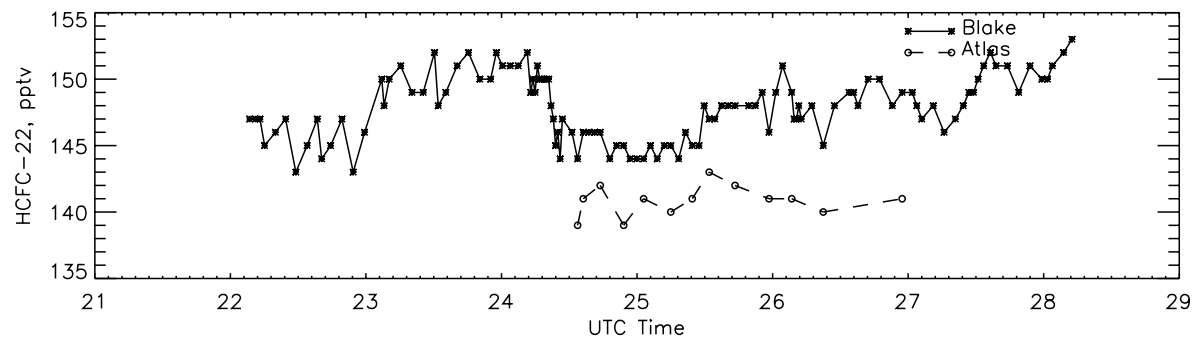
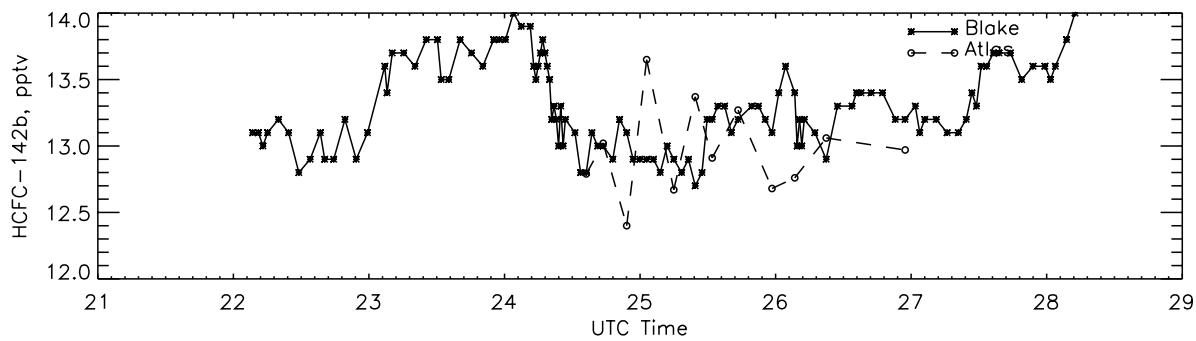
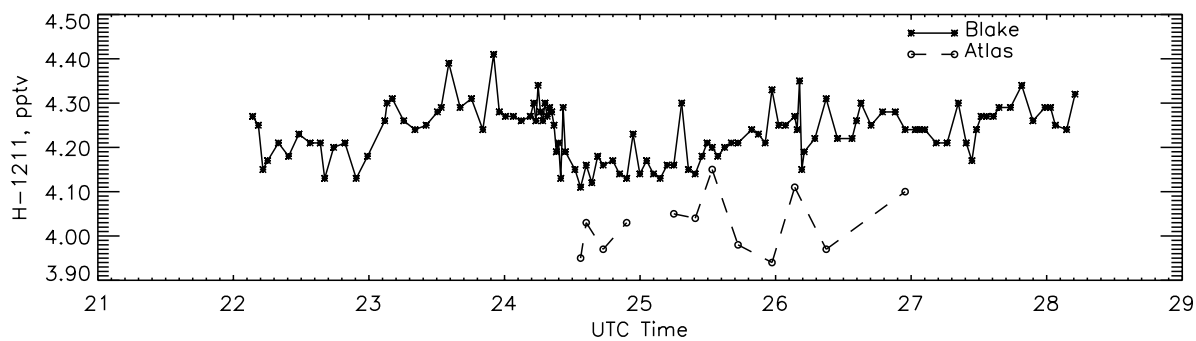
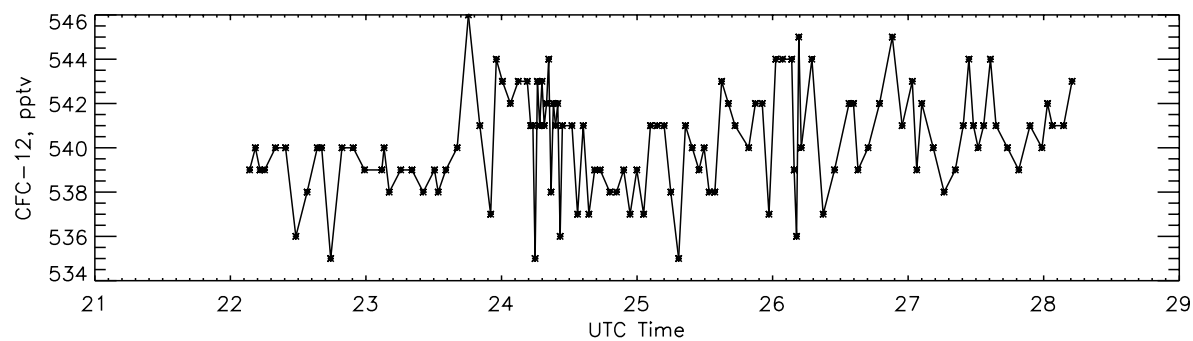


# FINAL DATA: TRACE-P P3-B Flight 07

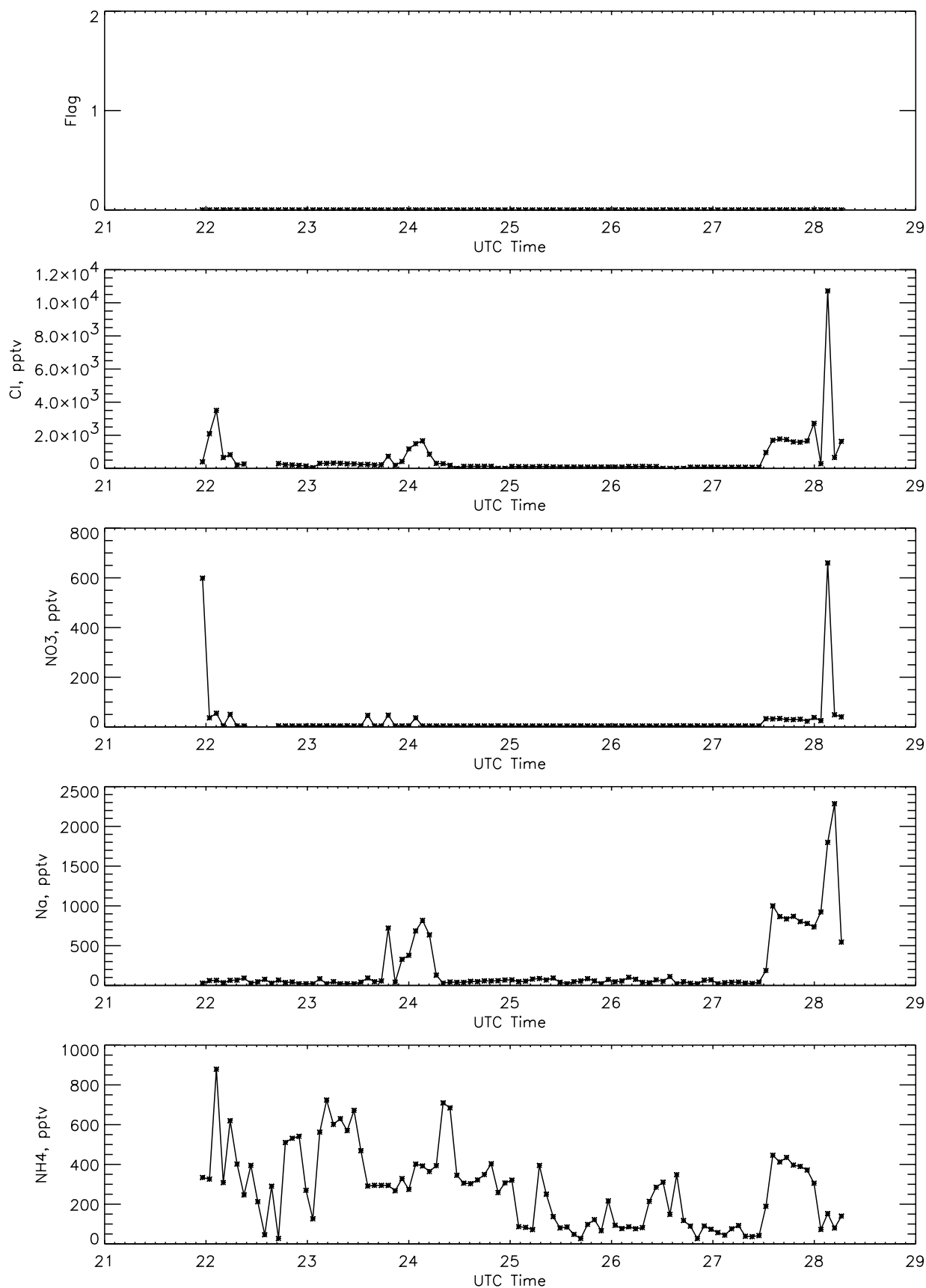




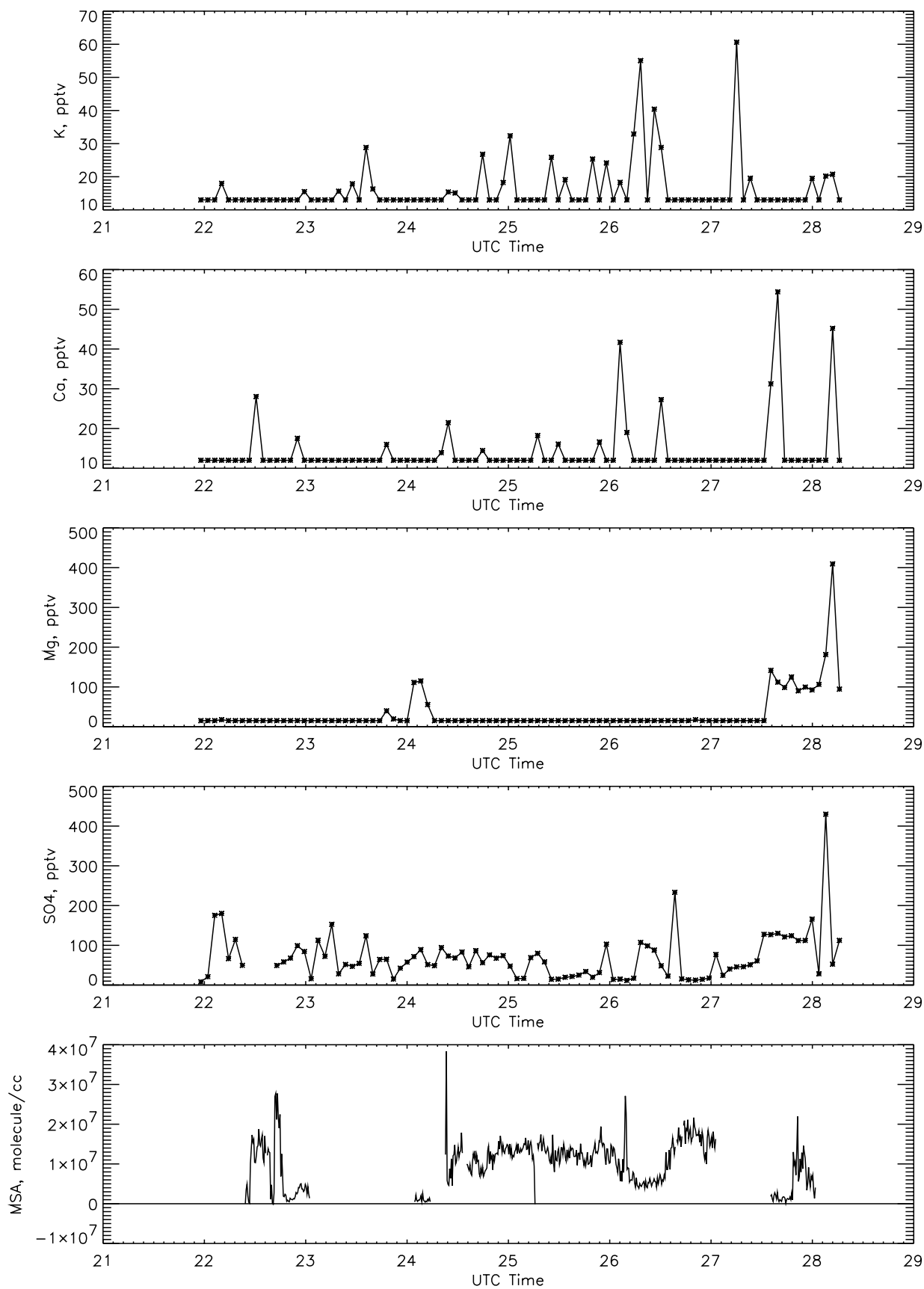
# FINAL DATA: TRACE-P P3-B Flight 07



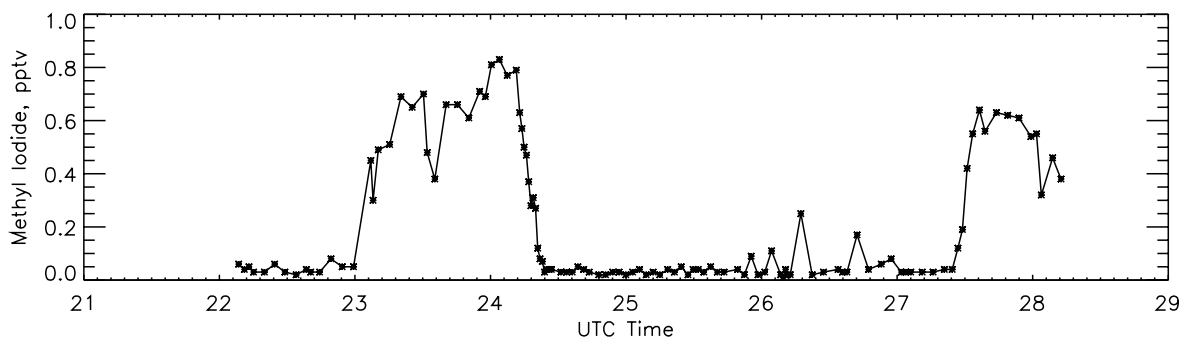
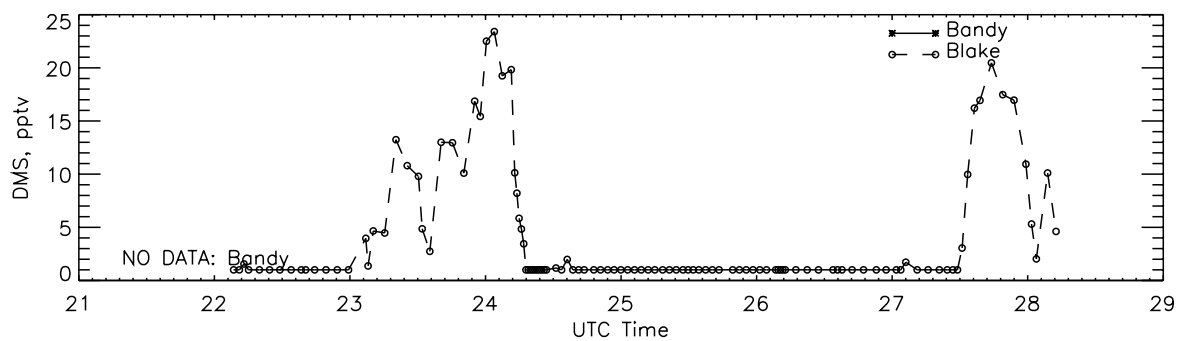
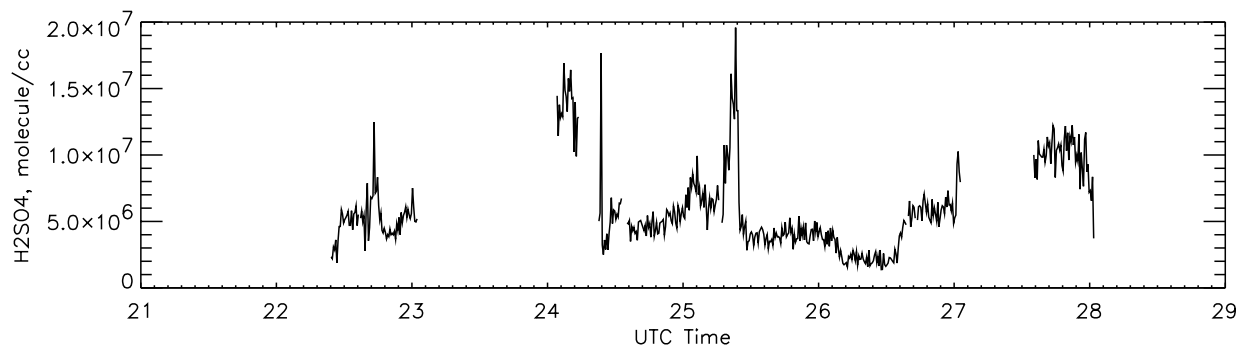
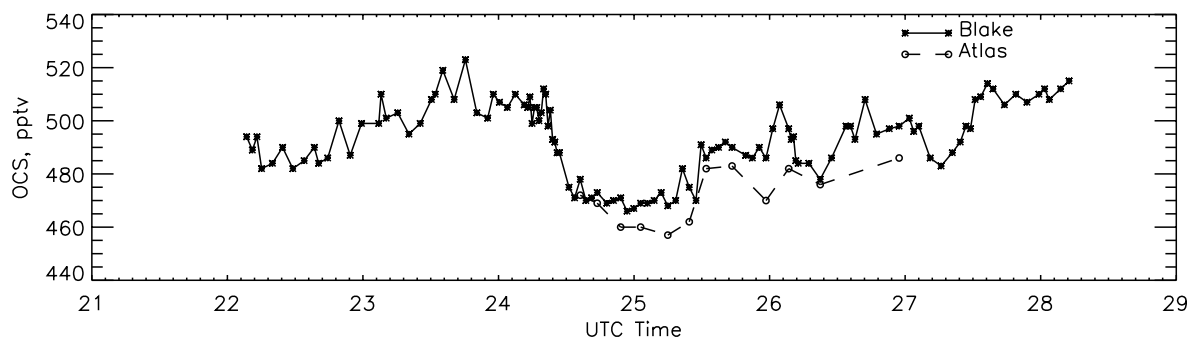
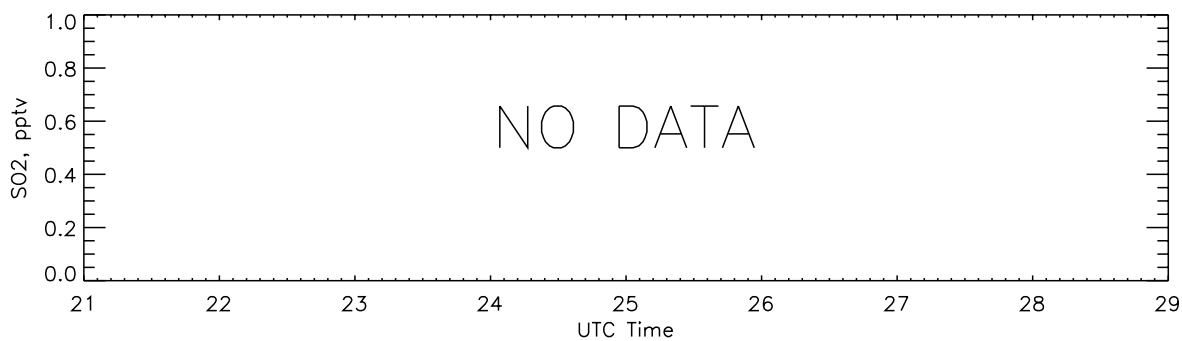
# FINAL DATA: TRACE-P P3-B Flight 07



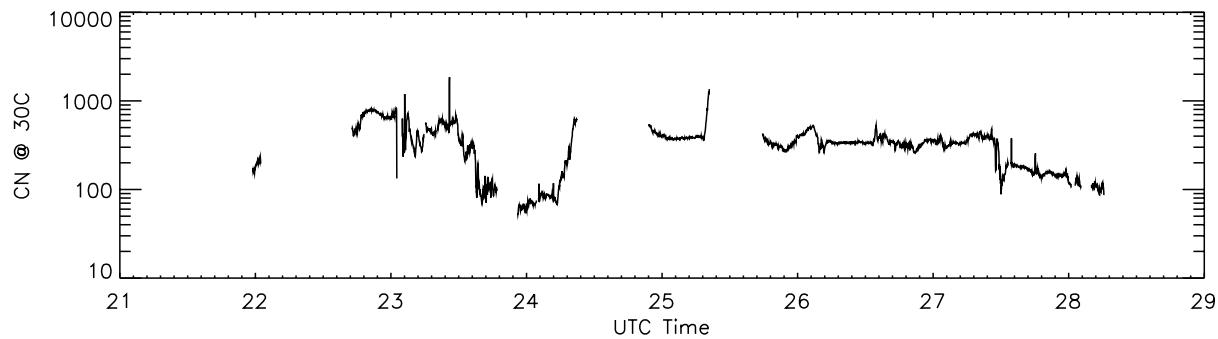
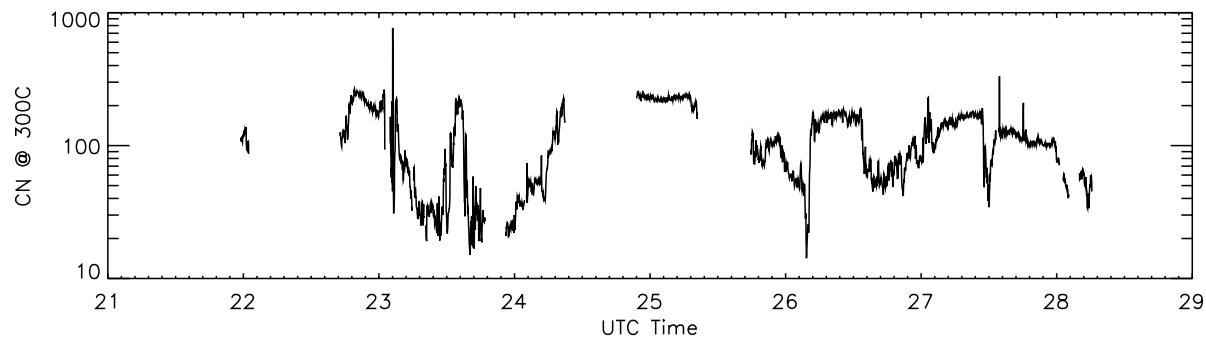
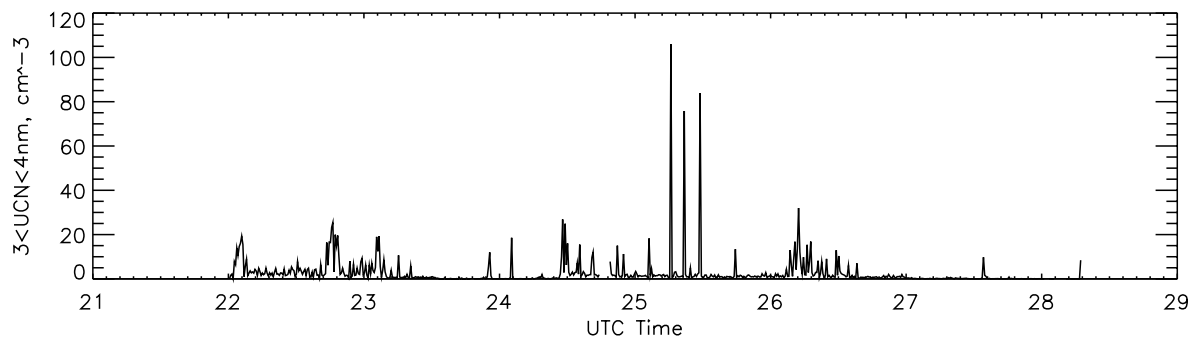
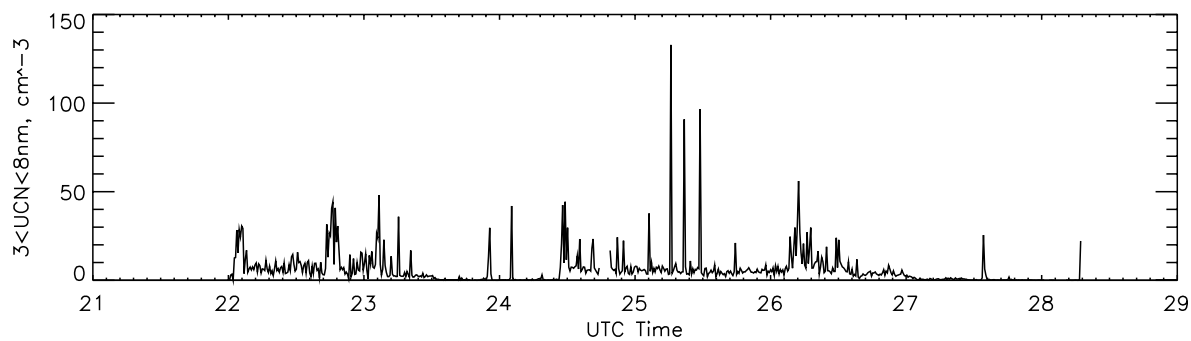
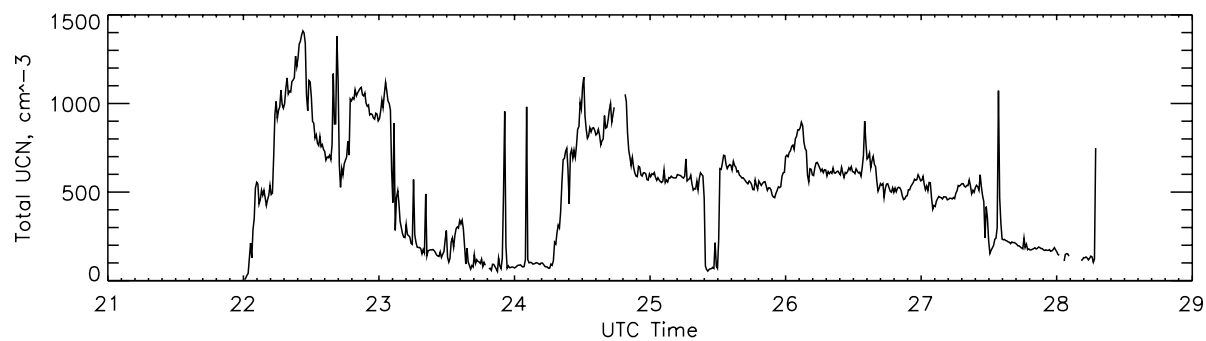
# FINAL DATA: TRACE-P P3-B Flight 07



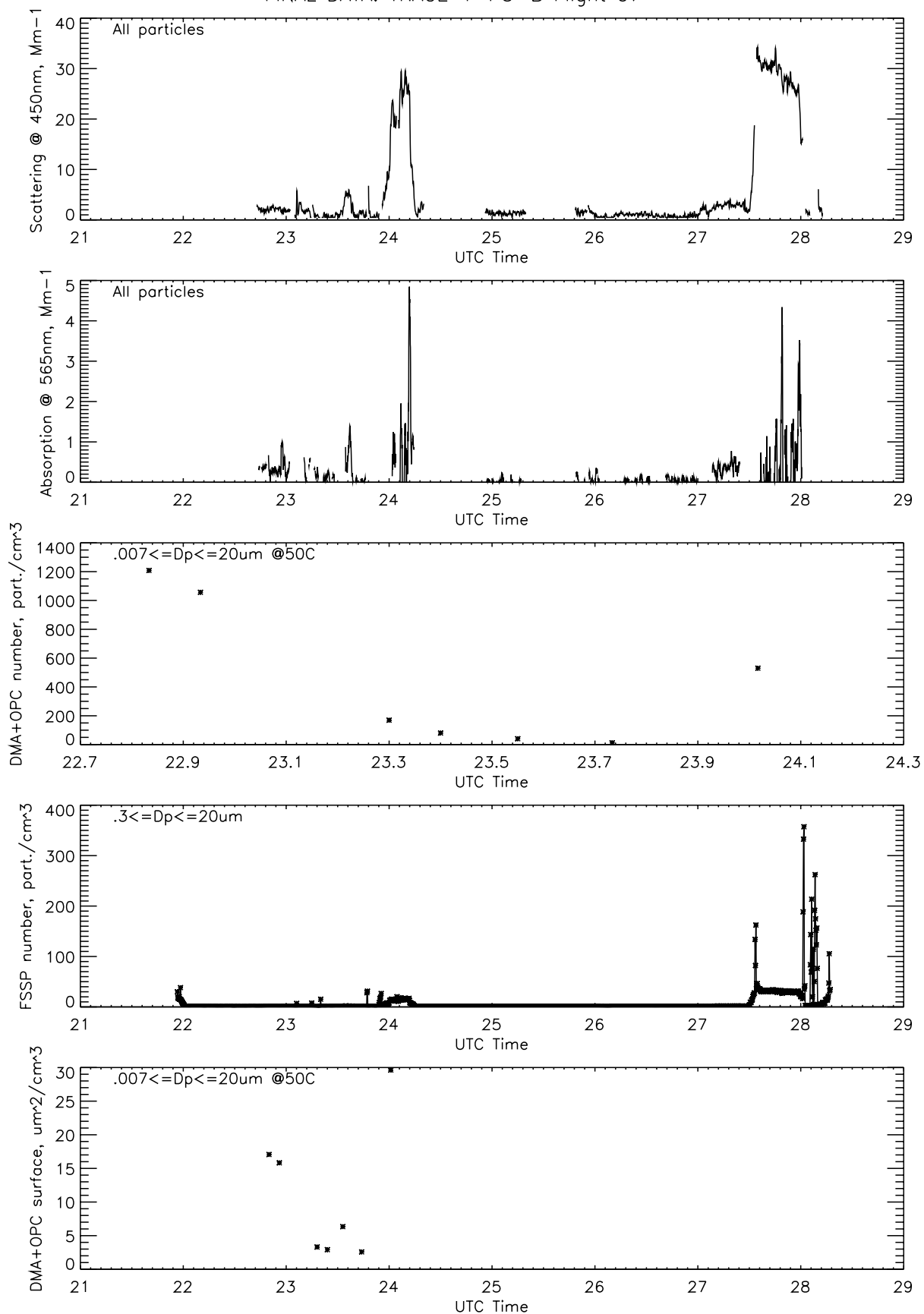
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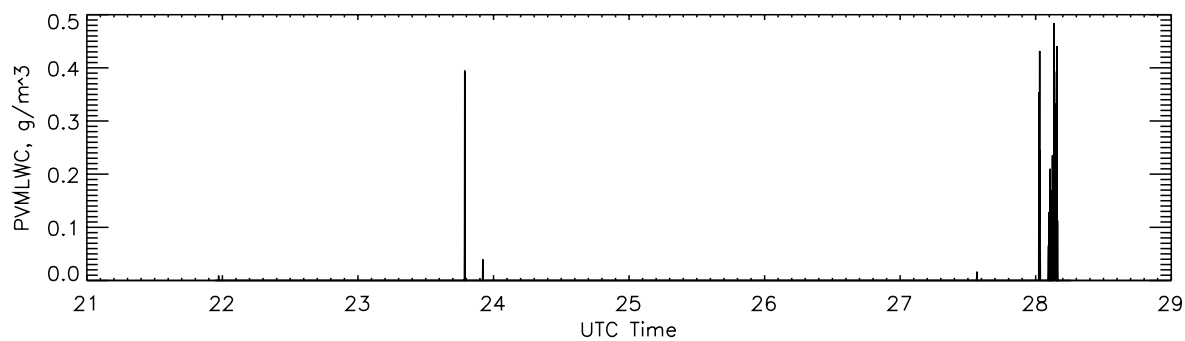
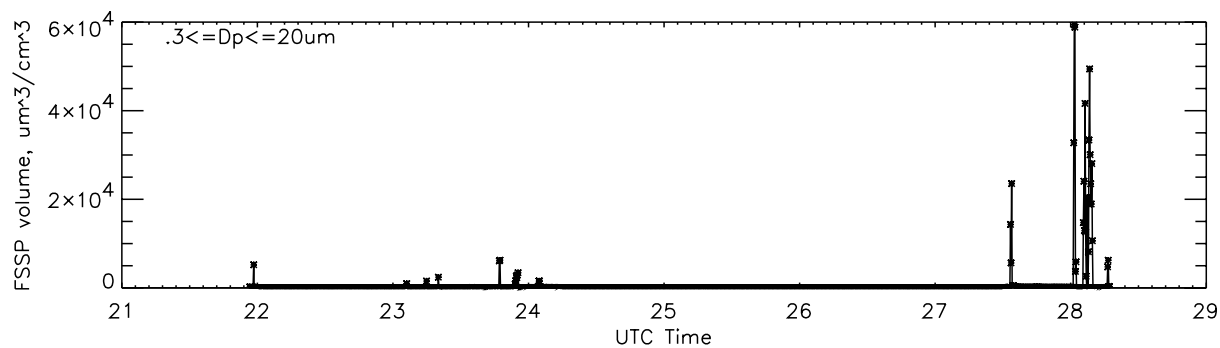
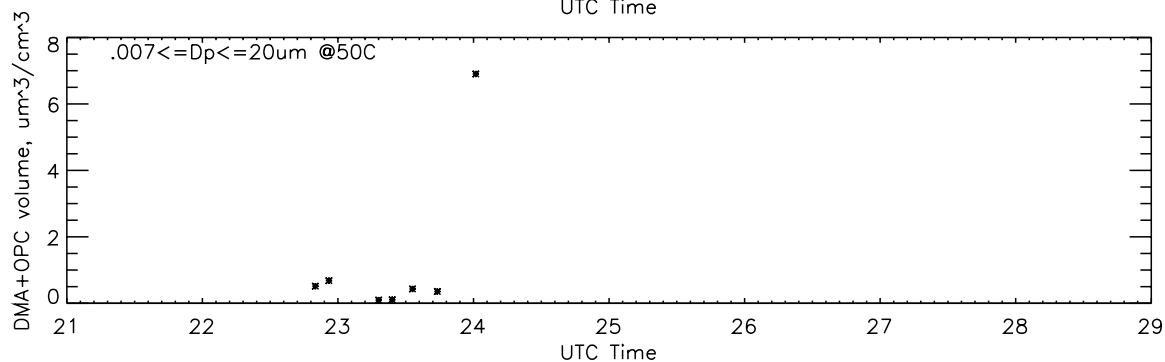
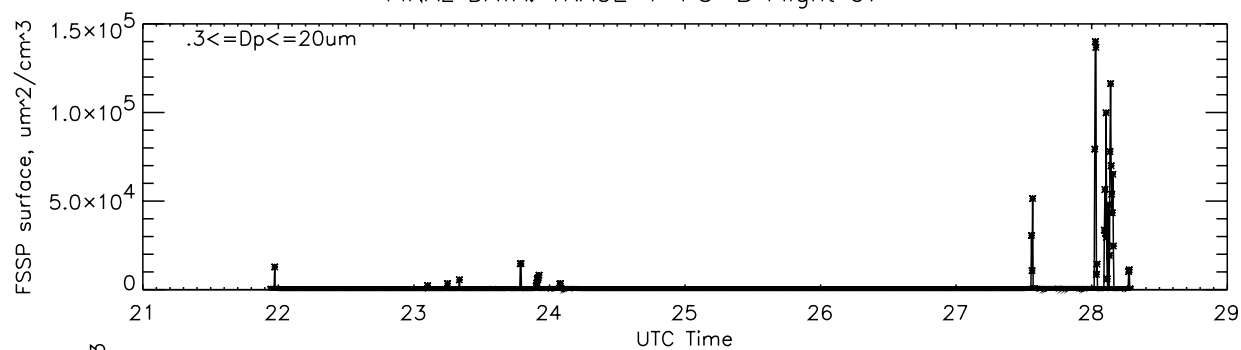
# FINAL DATA: TRACE-P P3-B Flight 07



# FINAL DATA: TRACE-P P3-B Flight 07

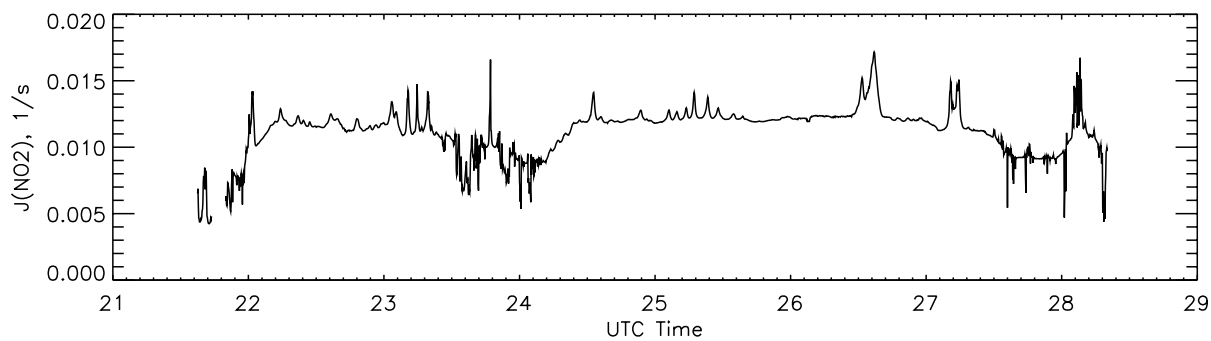
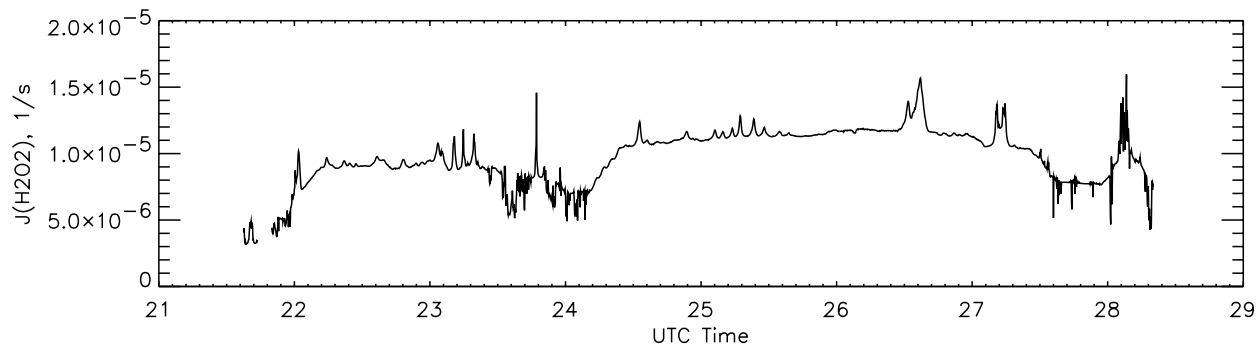
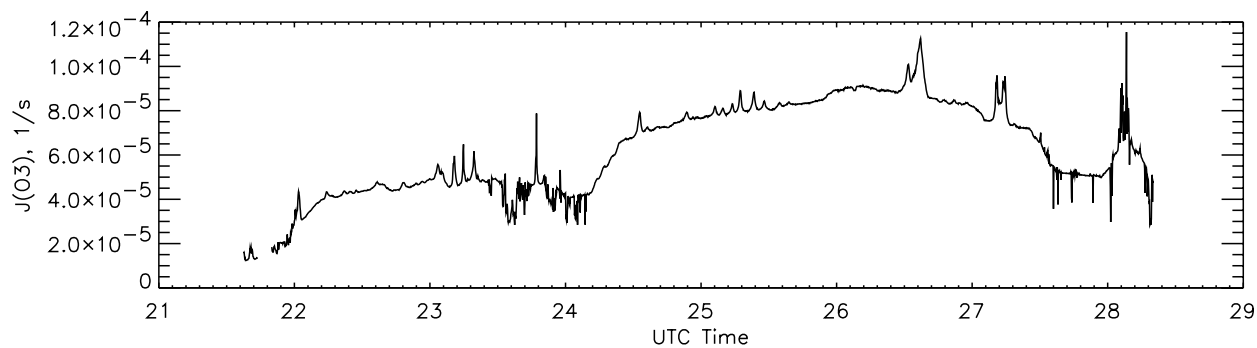
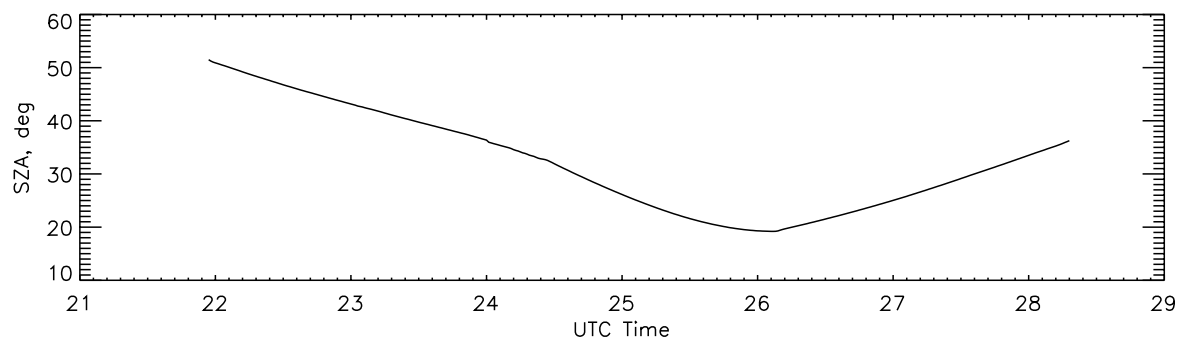
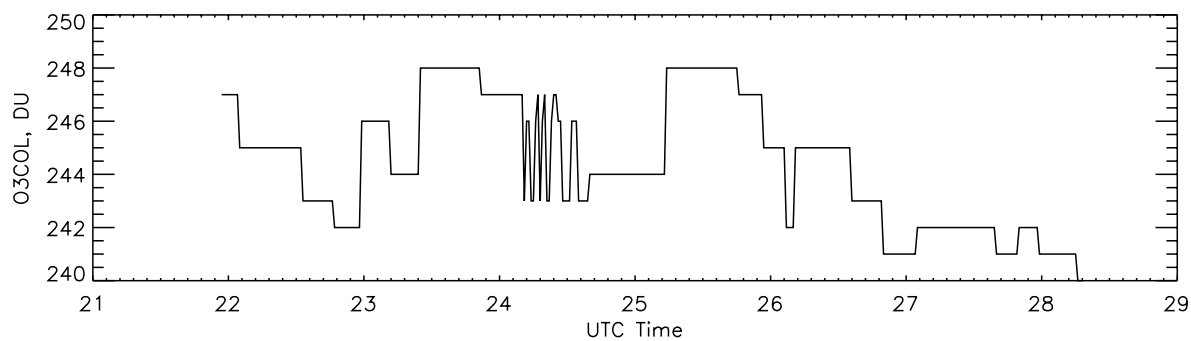


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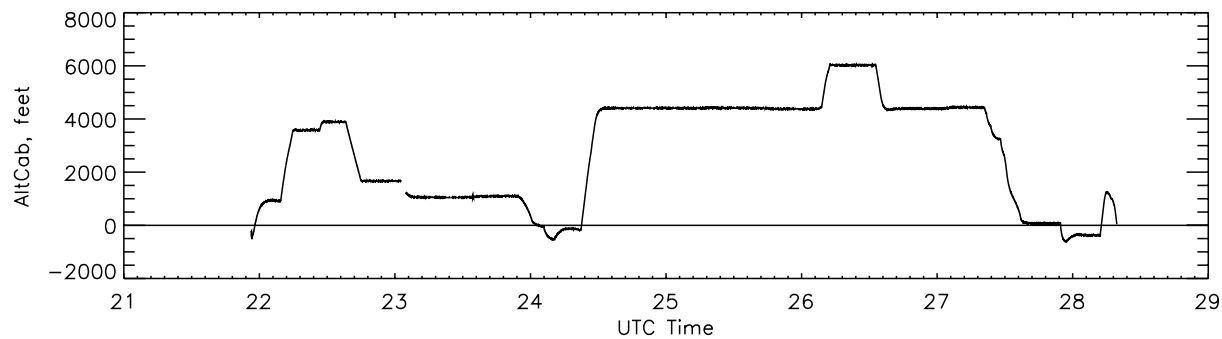
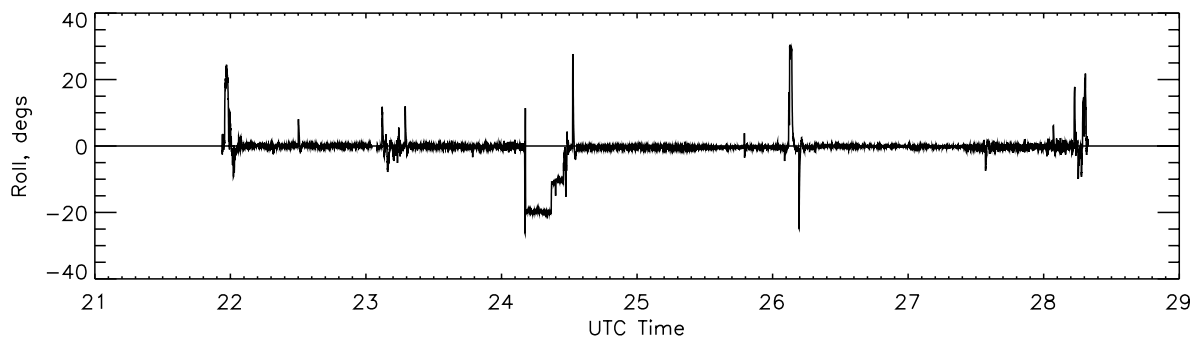
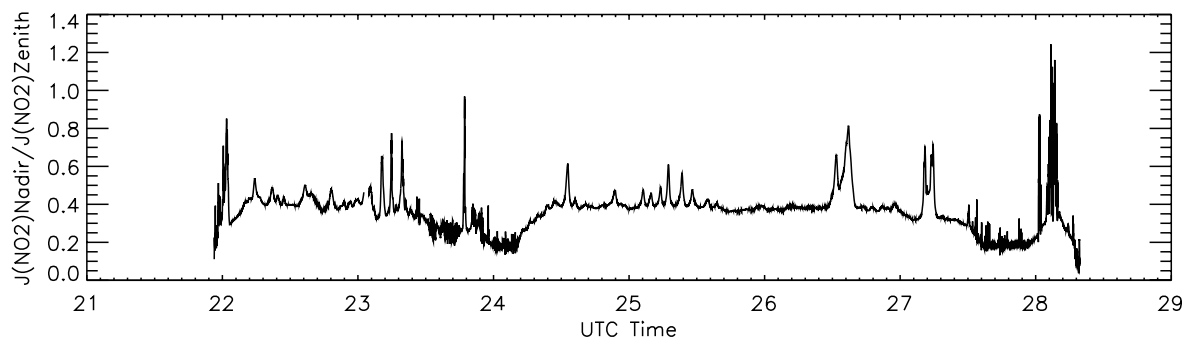
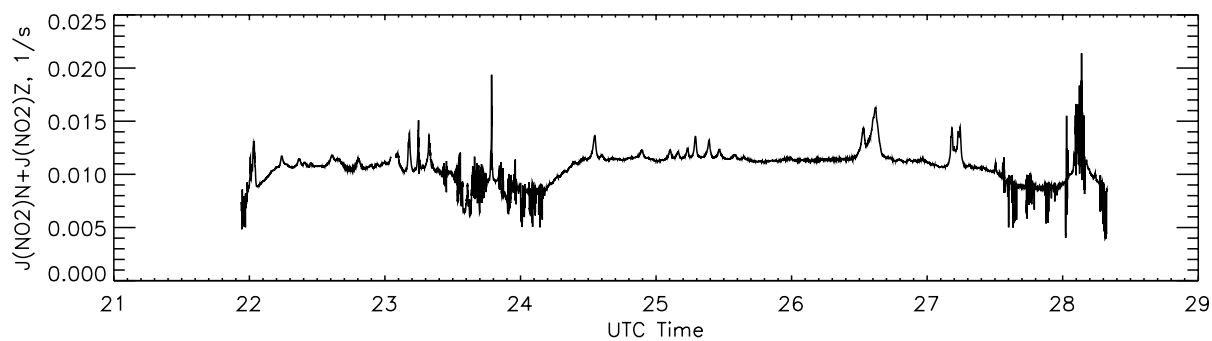
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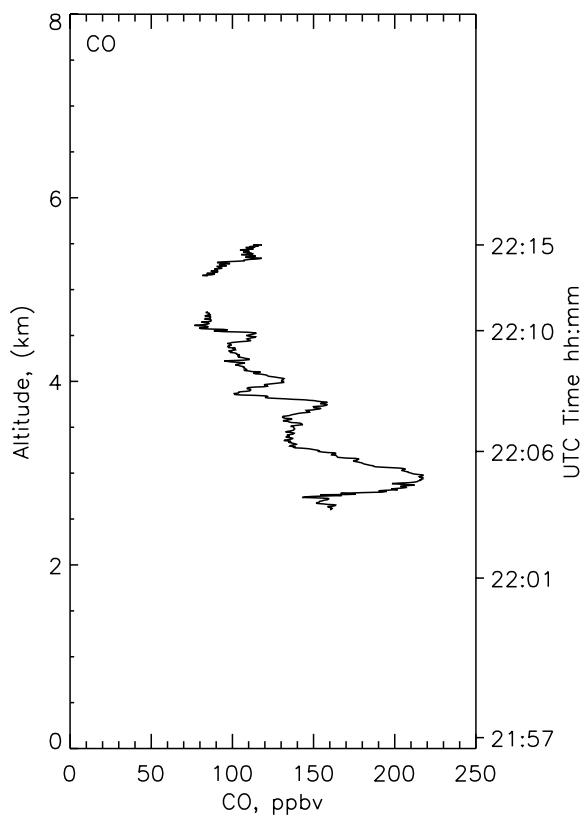
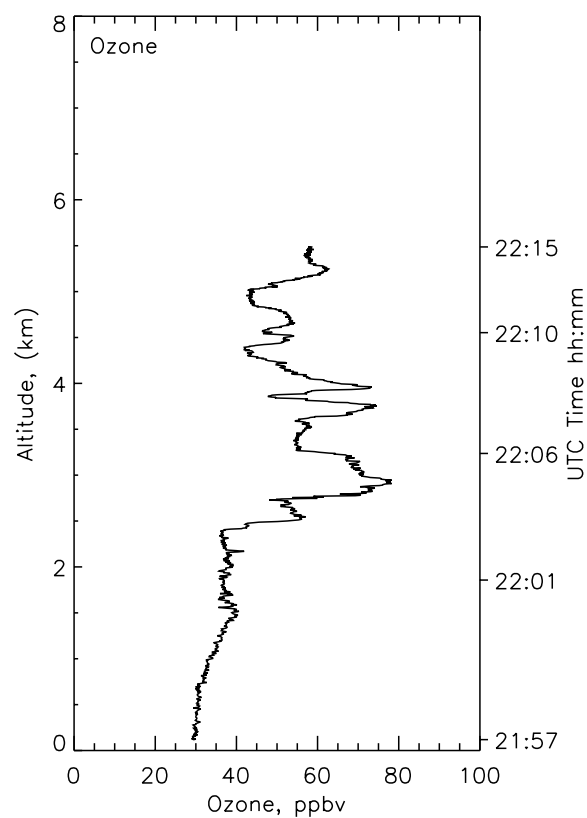
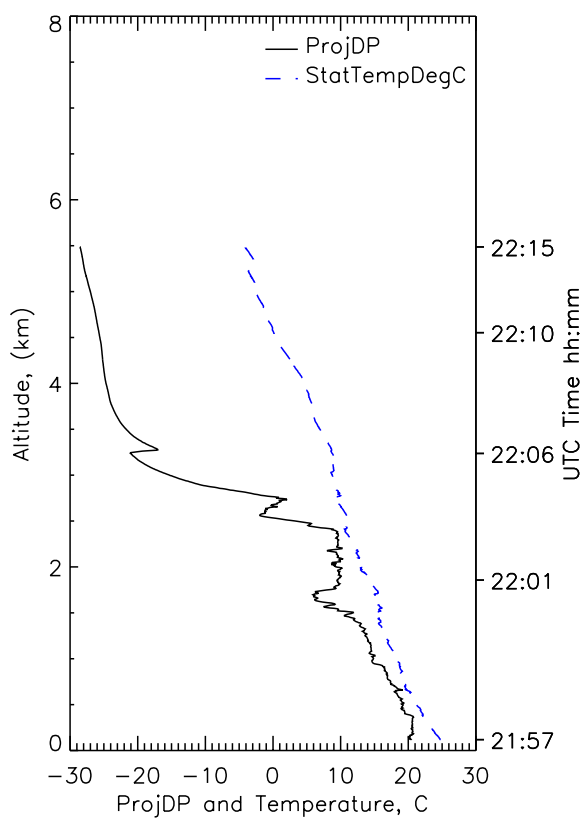




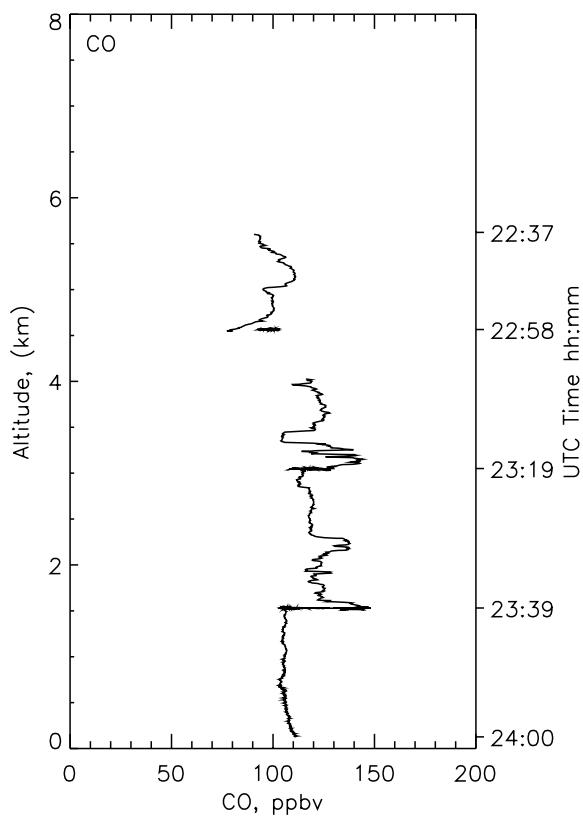
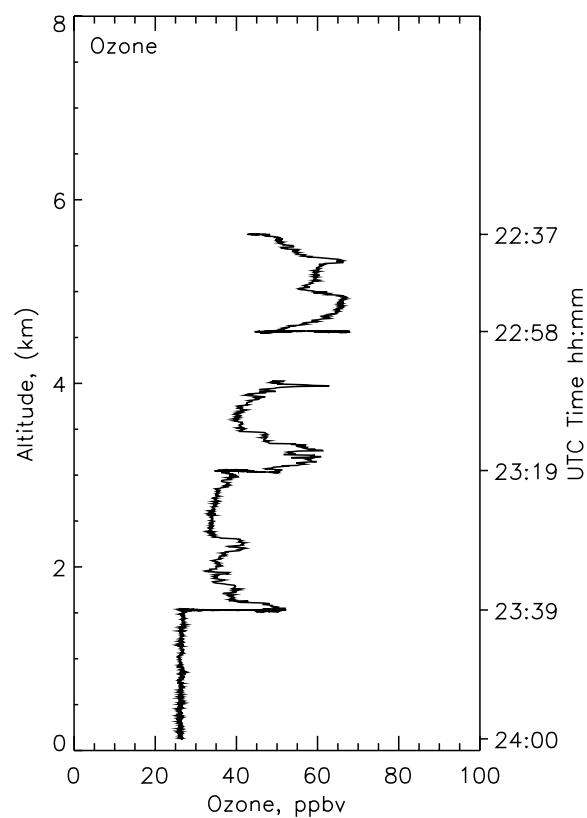
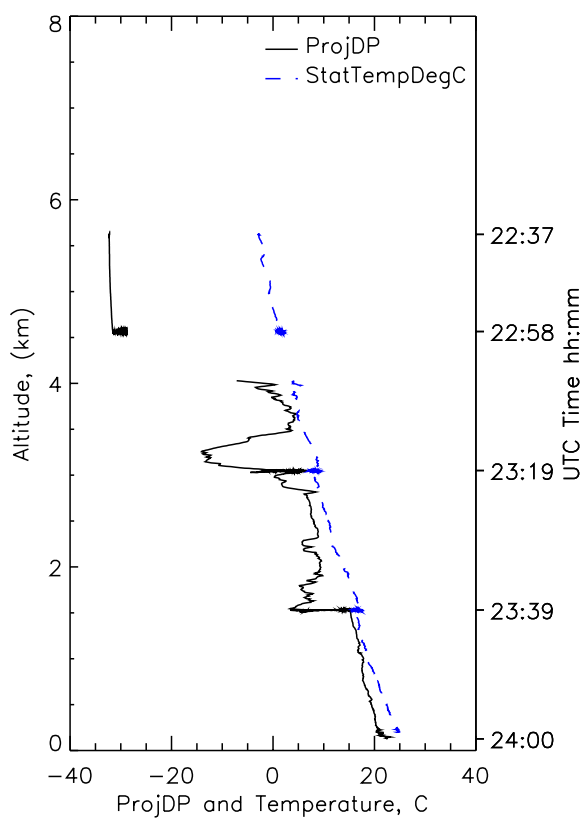
# FINAL DATA: TRACE-P P3-B Flight 07



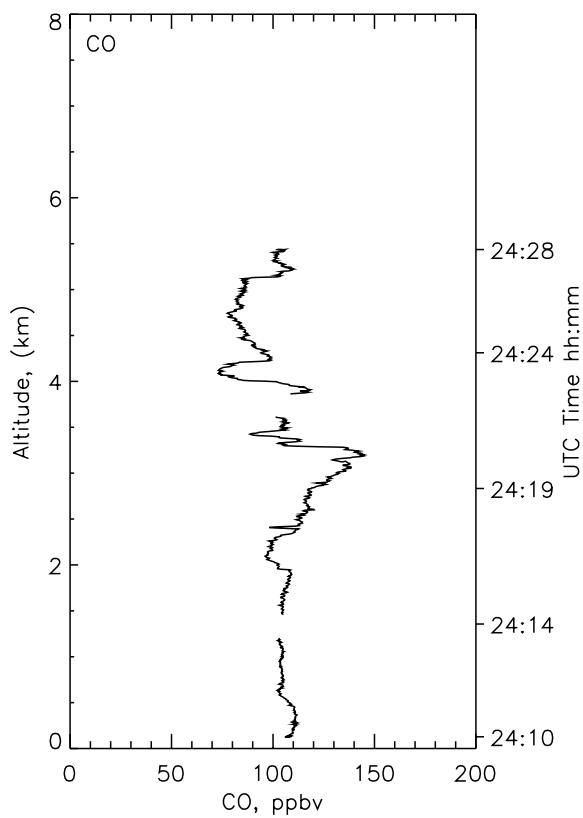
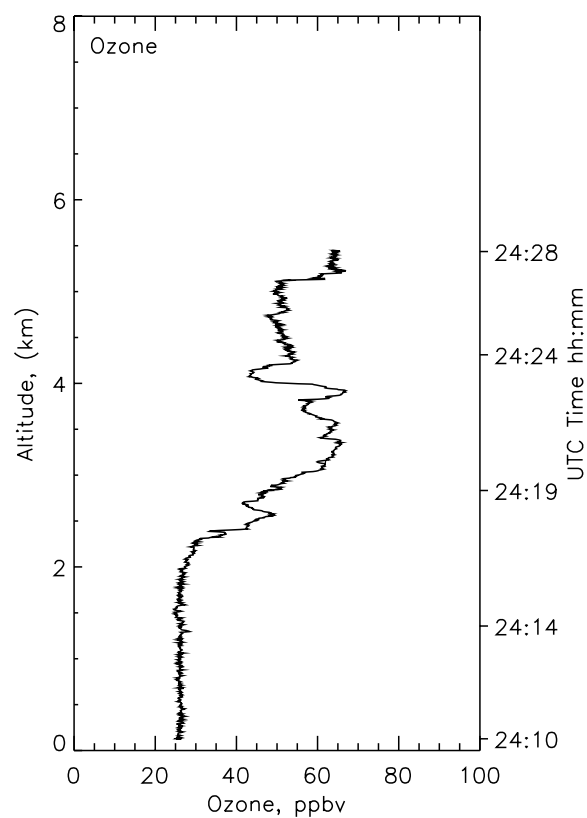
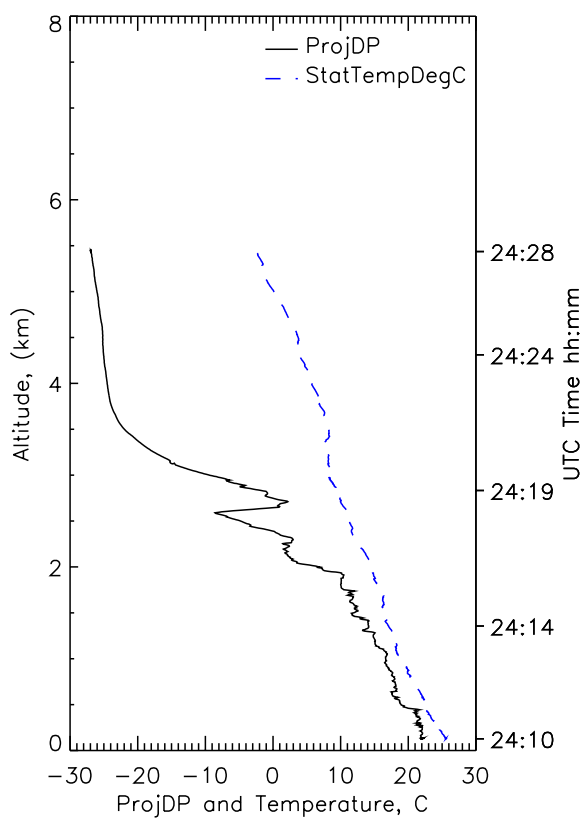
# Profile # 1 TRACE-P P3-B Flight 07



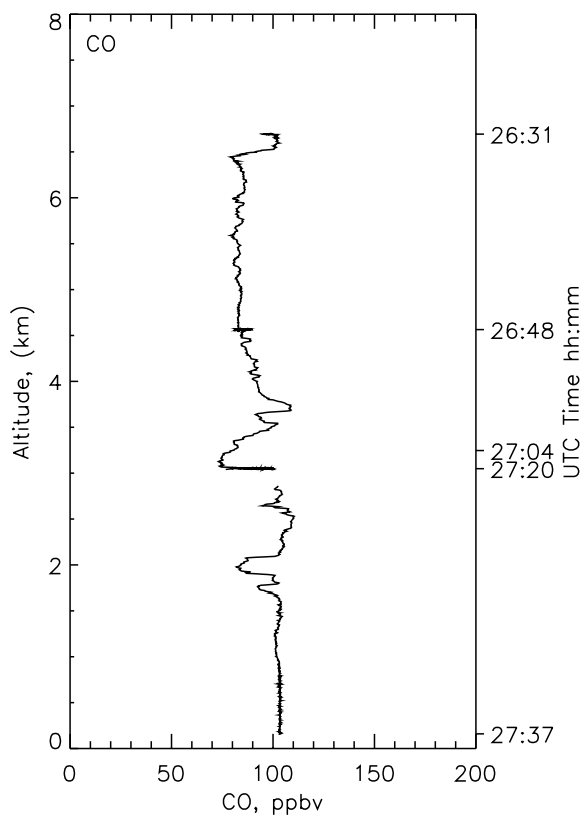
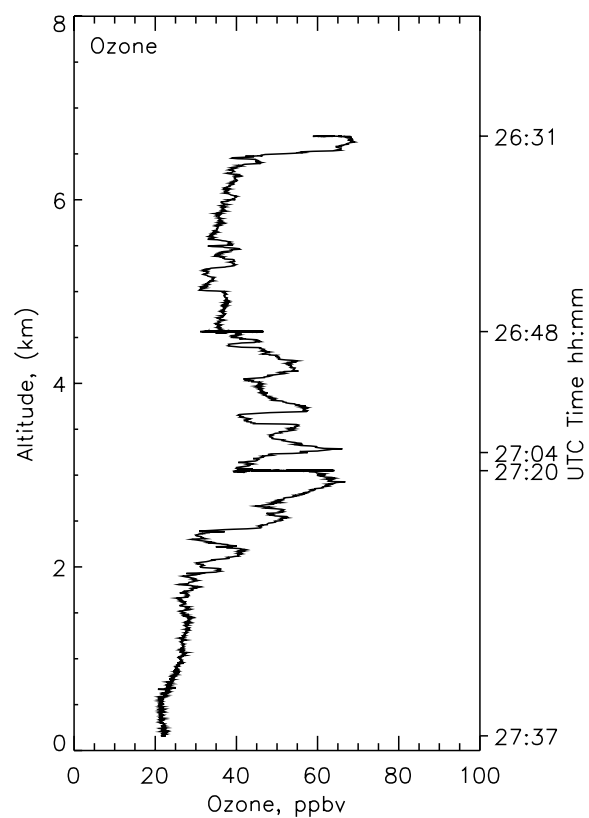
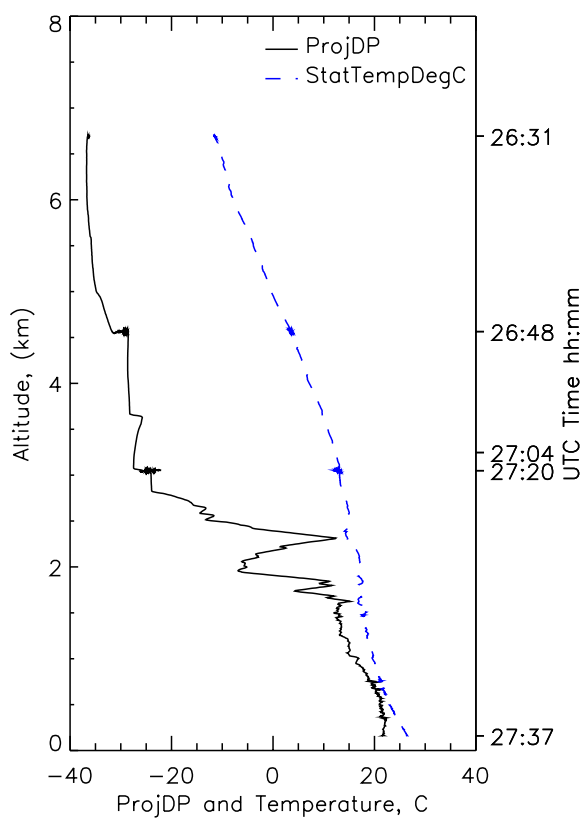
# Profile # 2 TRACE-P P3-B Flight 07



# Profile # 3 TRACE-P P3-B Flight 07



# Profile # 4 TRACE-P P3-B Flight 07



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 8P

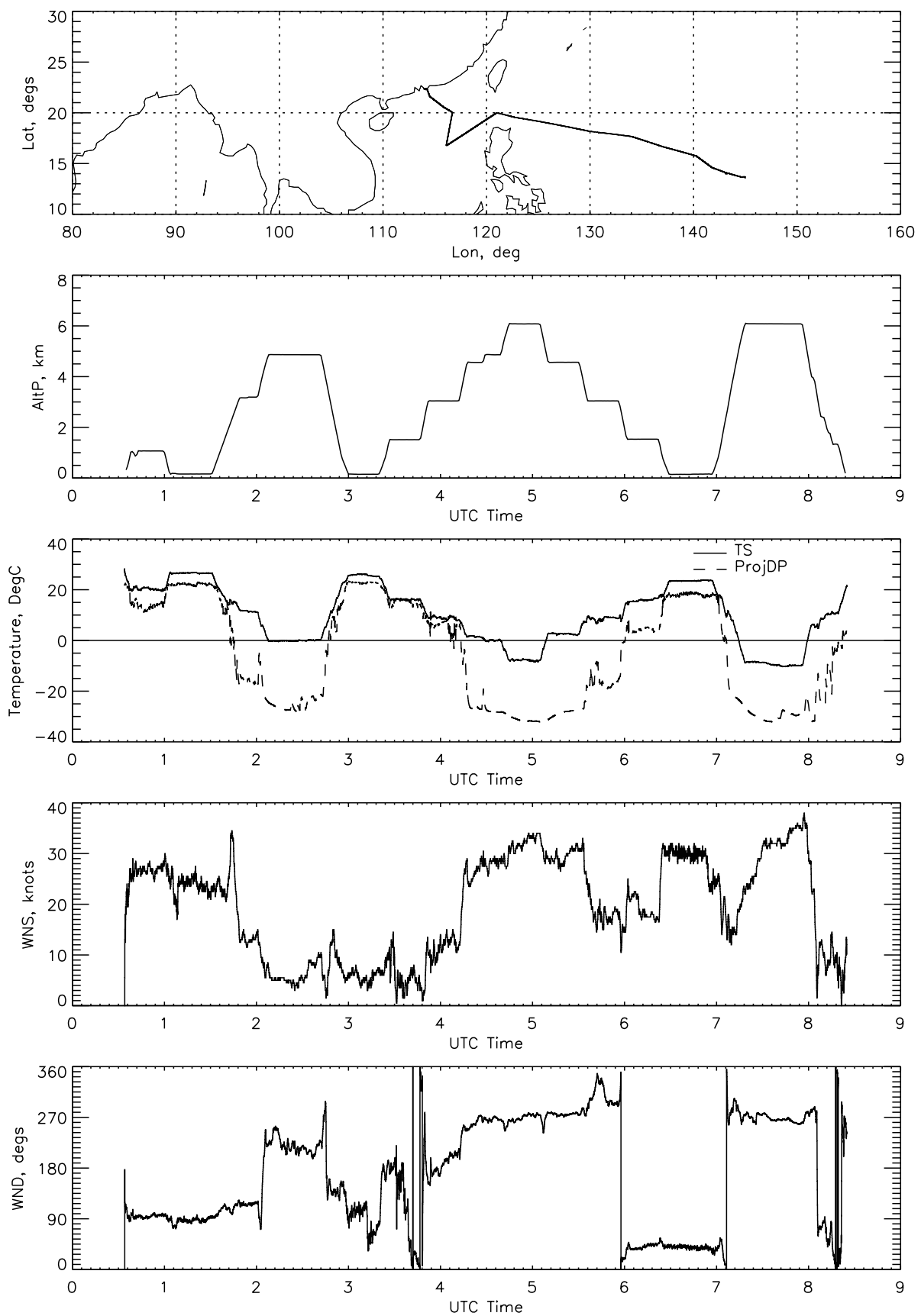
Transit: Guam to Hong Kong

Aircraft Intercomparison; Asian Outflow  
to South China Sea

March 4, 2001

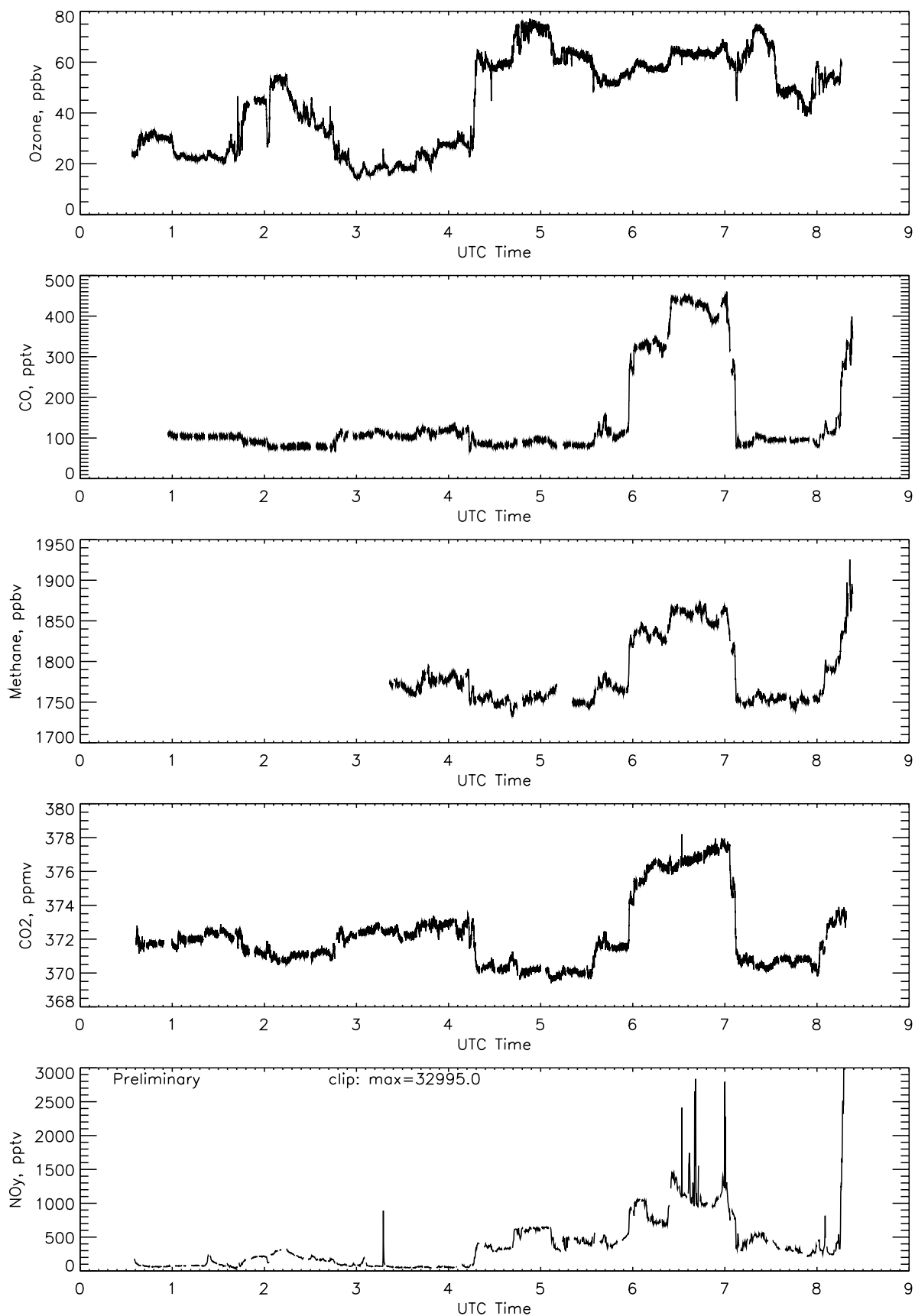


# FINAL DATA: TRACE-P P3-B Flight 08

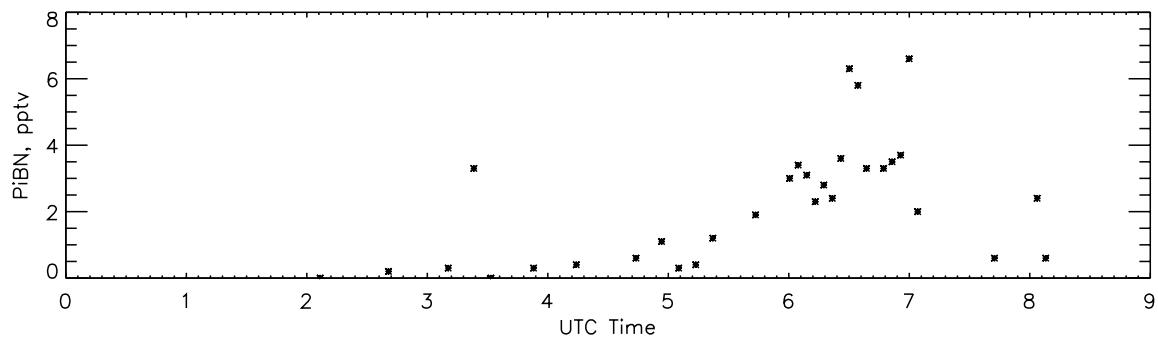
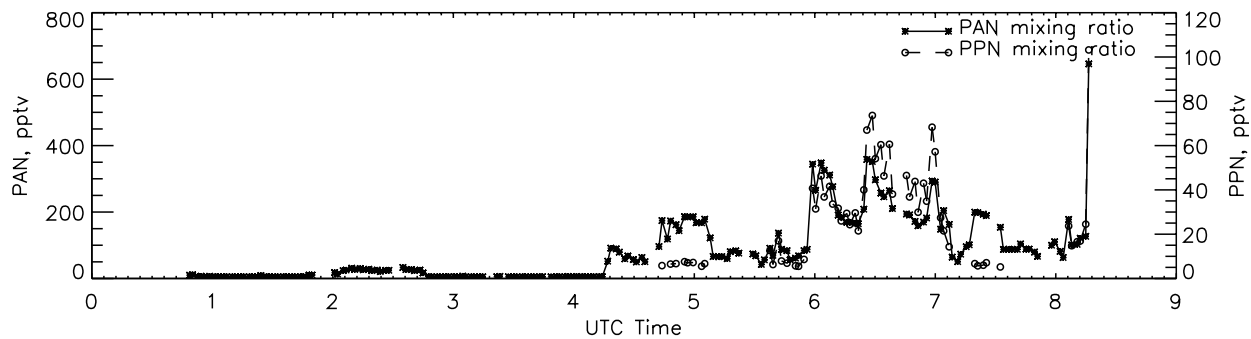
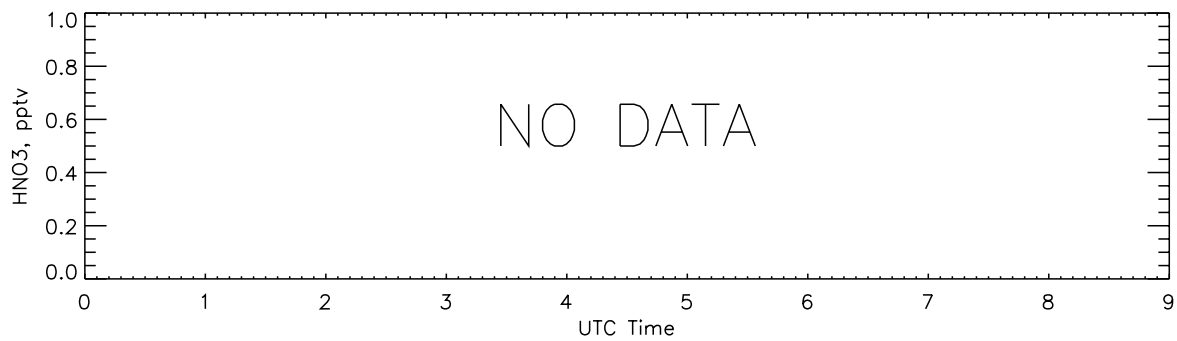
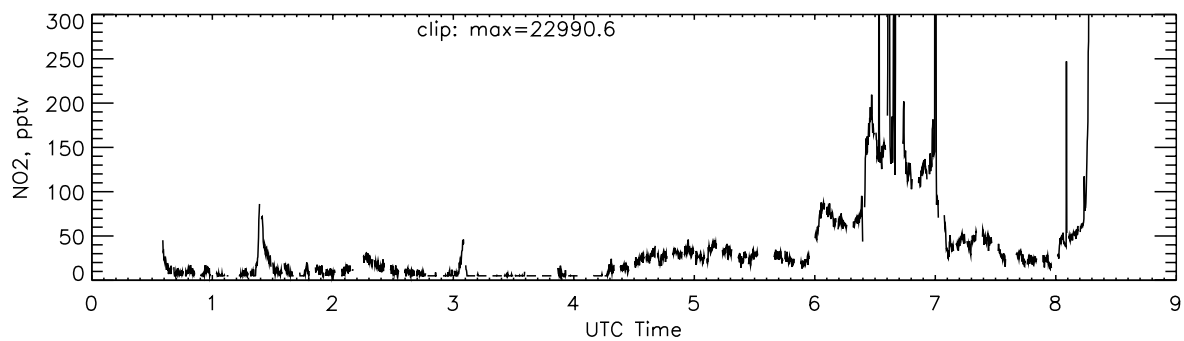
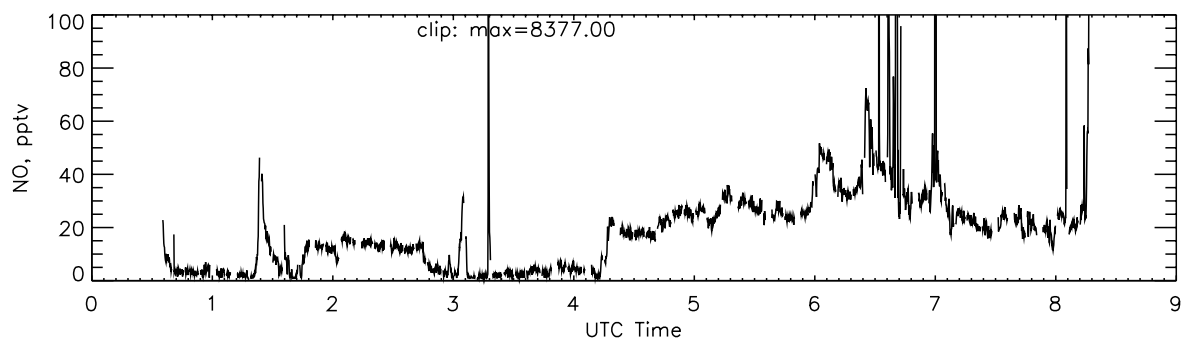




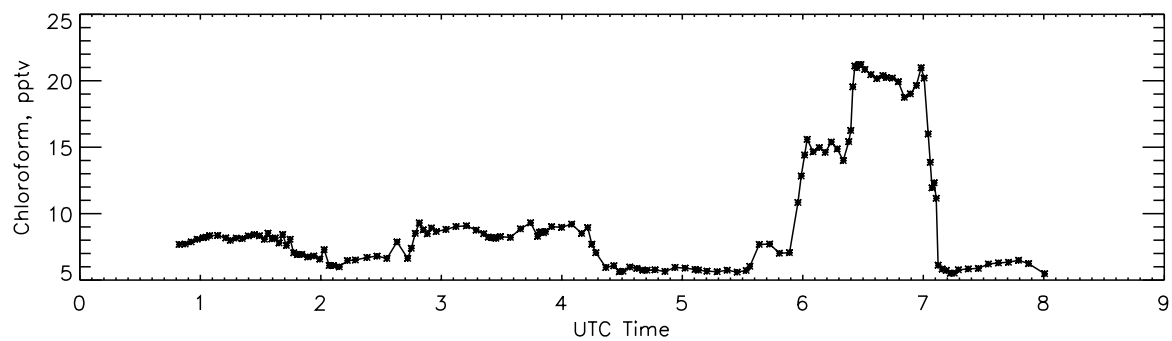
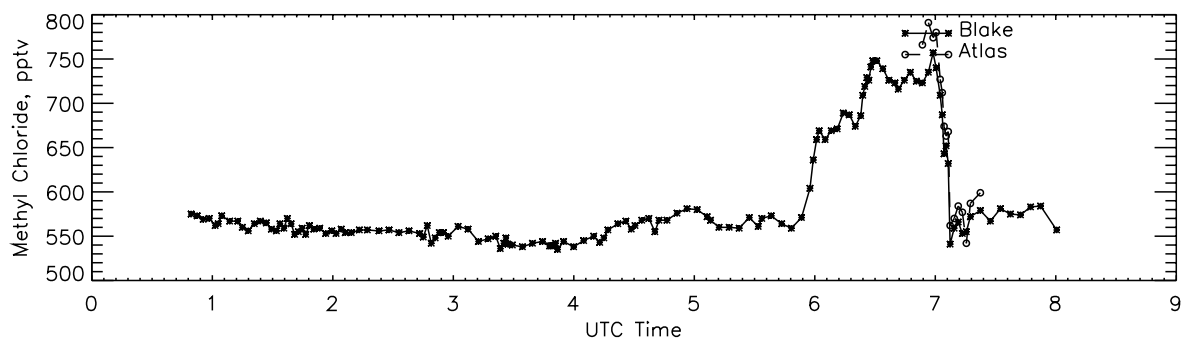
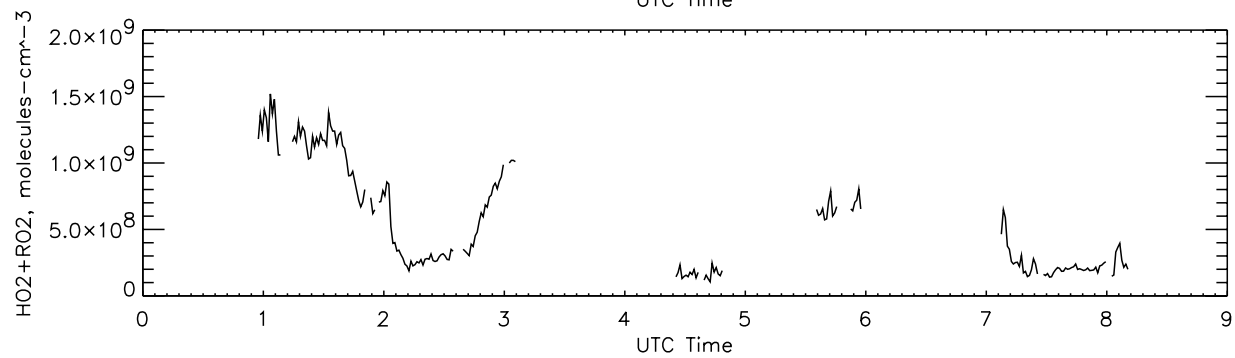
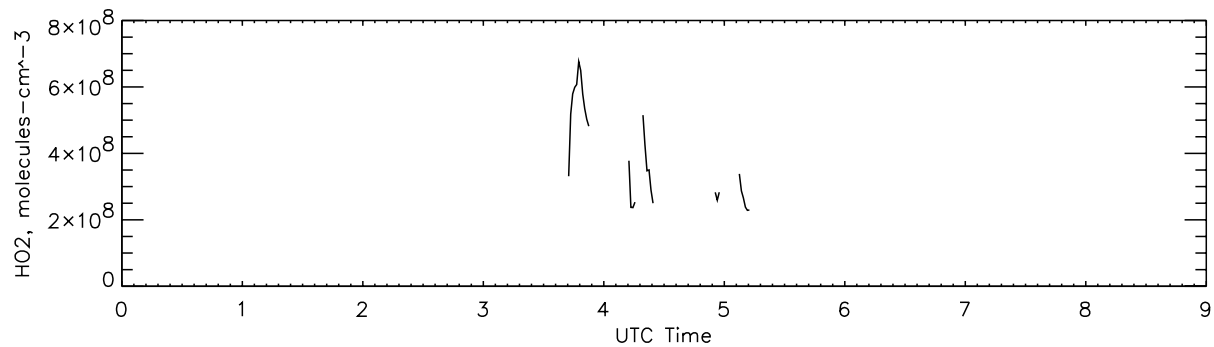
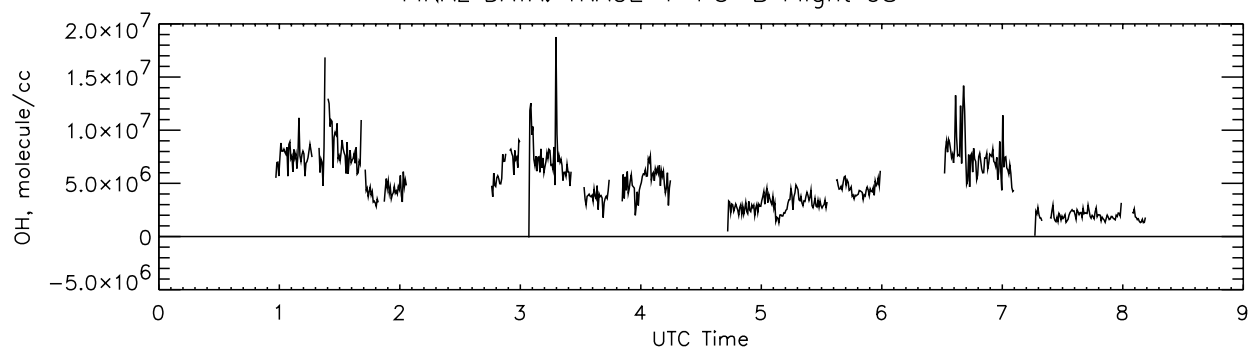
# FINAL DATA: TRACE-P P3-B Flight 08



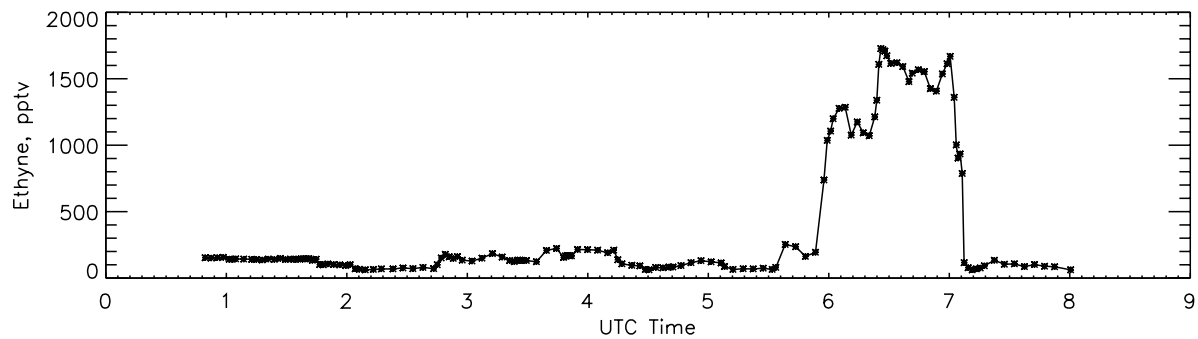
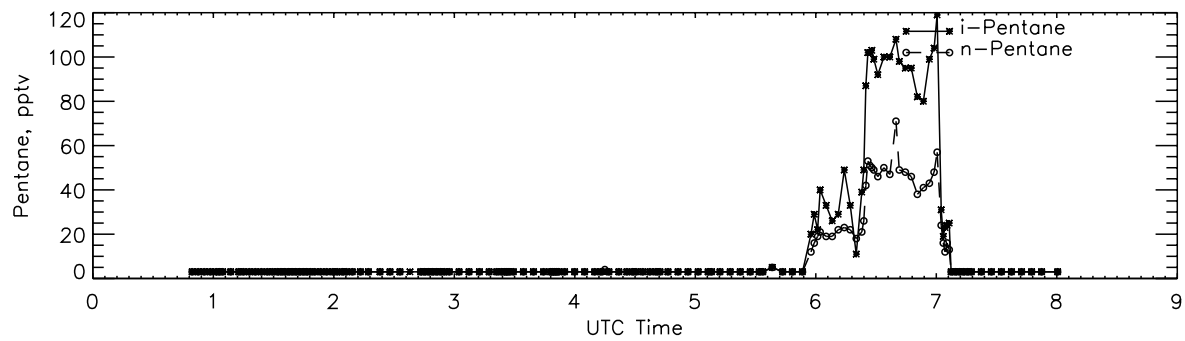
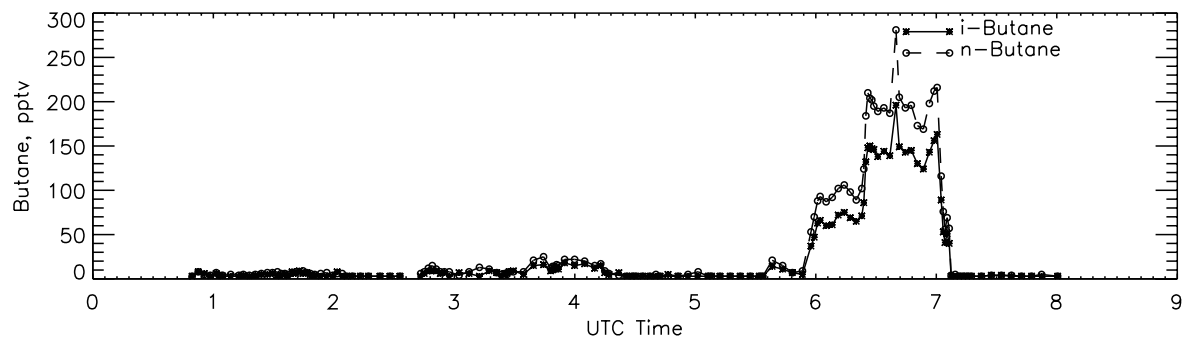
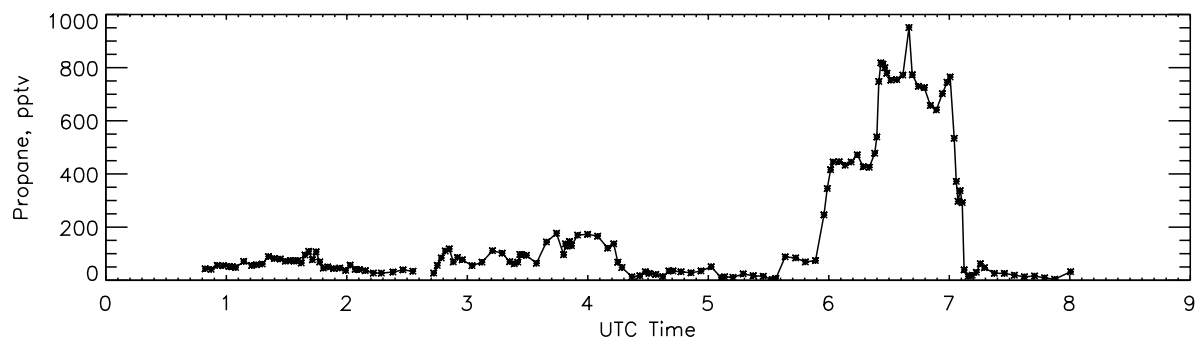
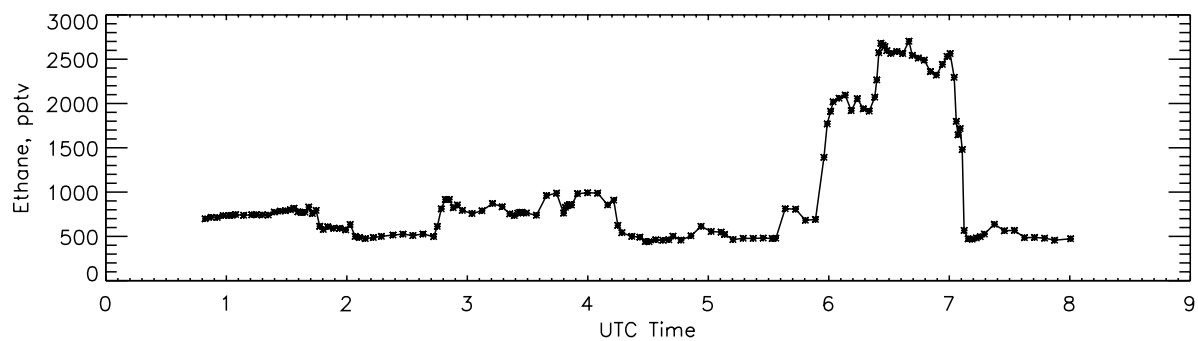
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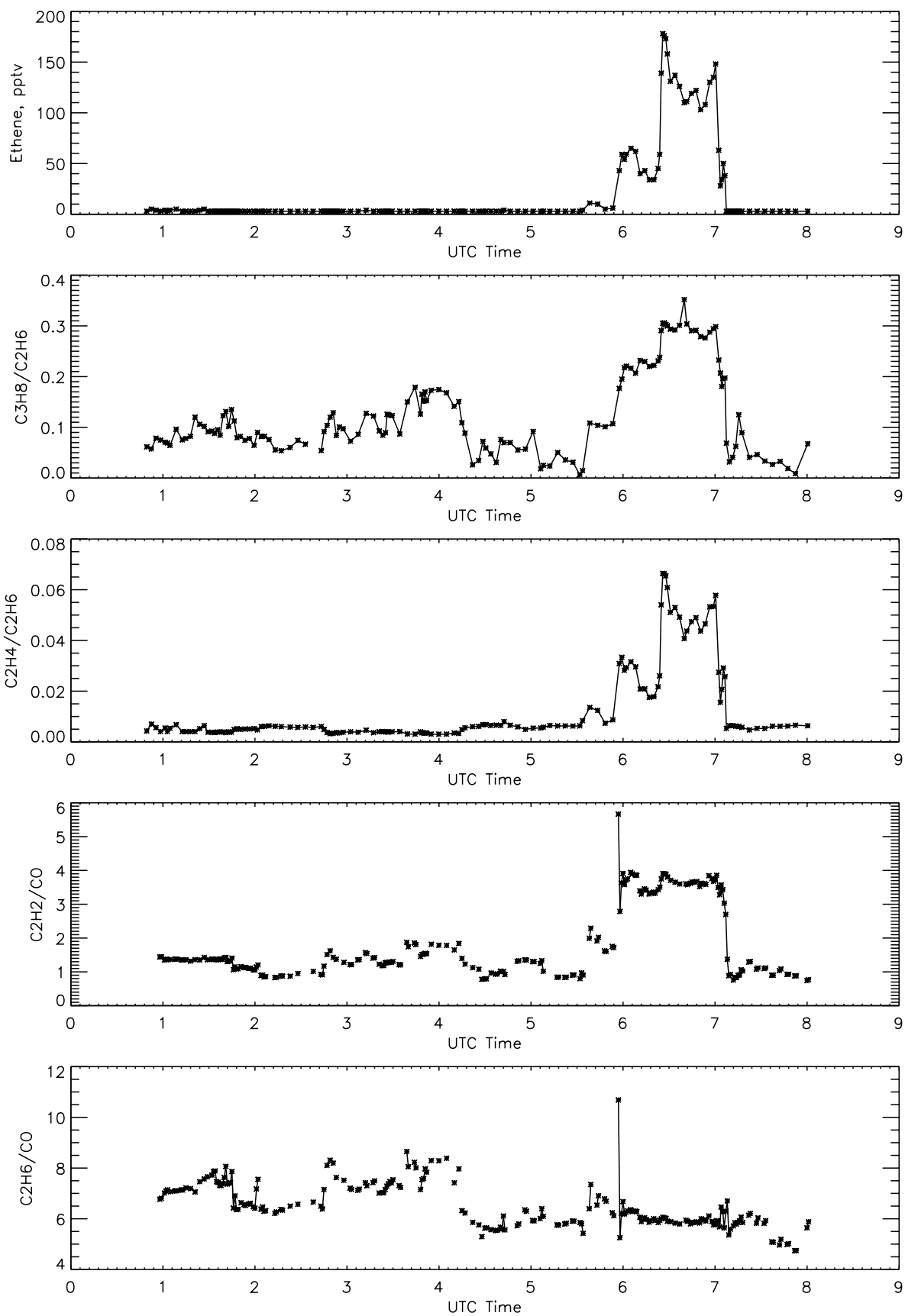
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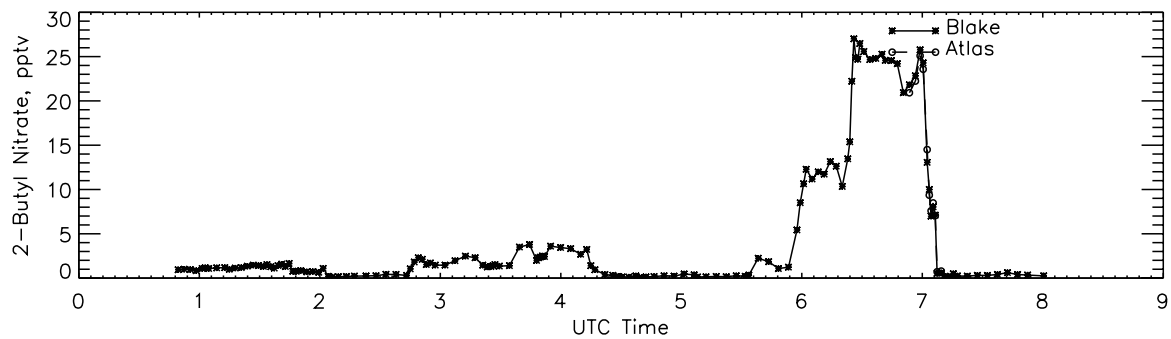
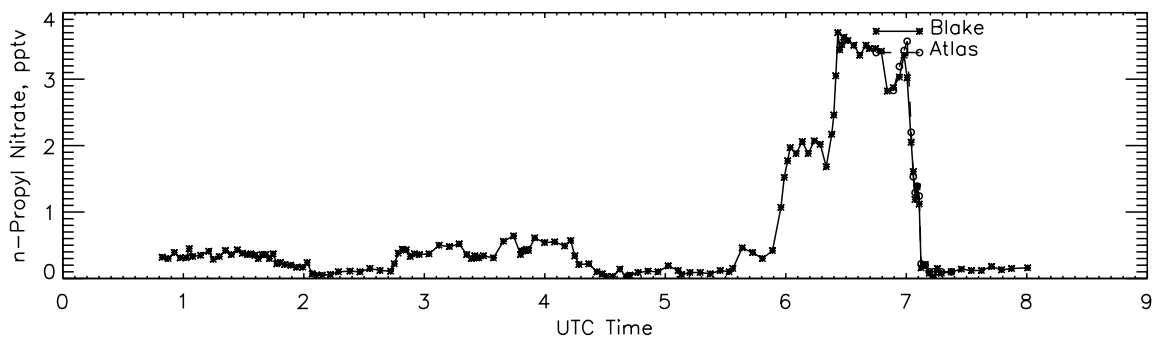
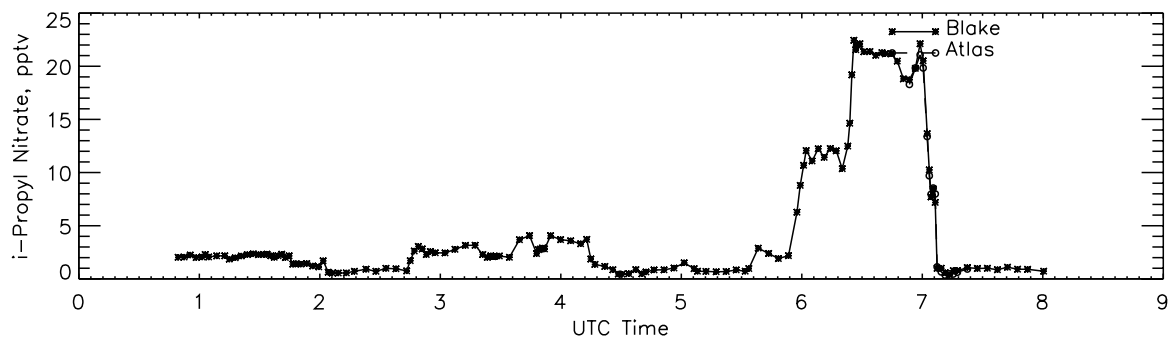
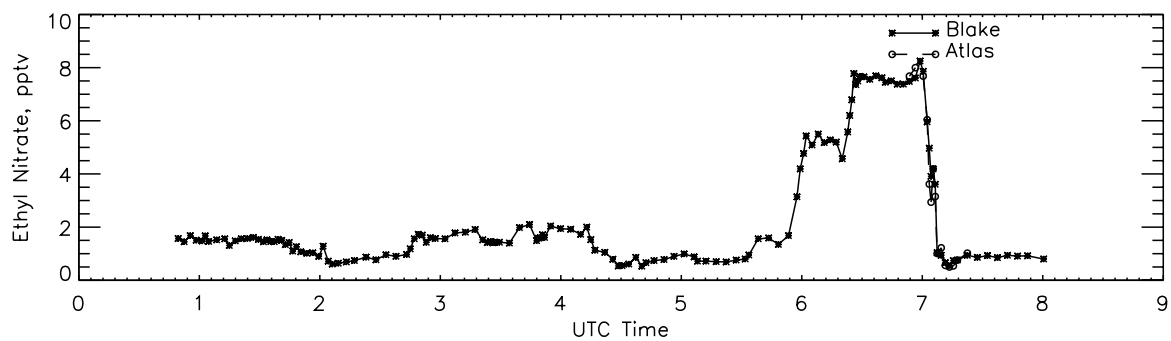
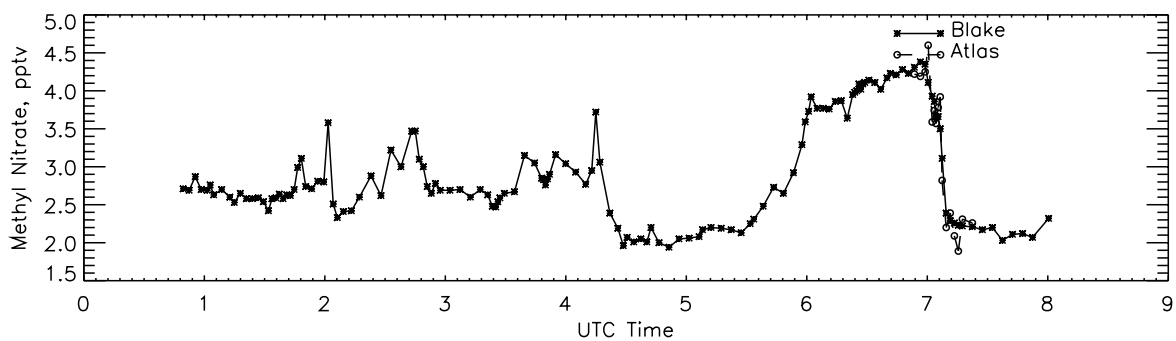
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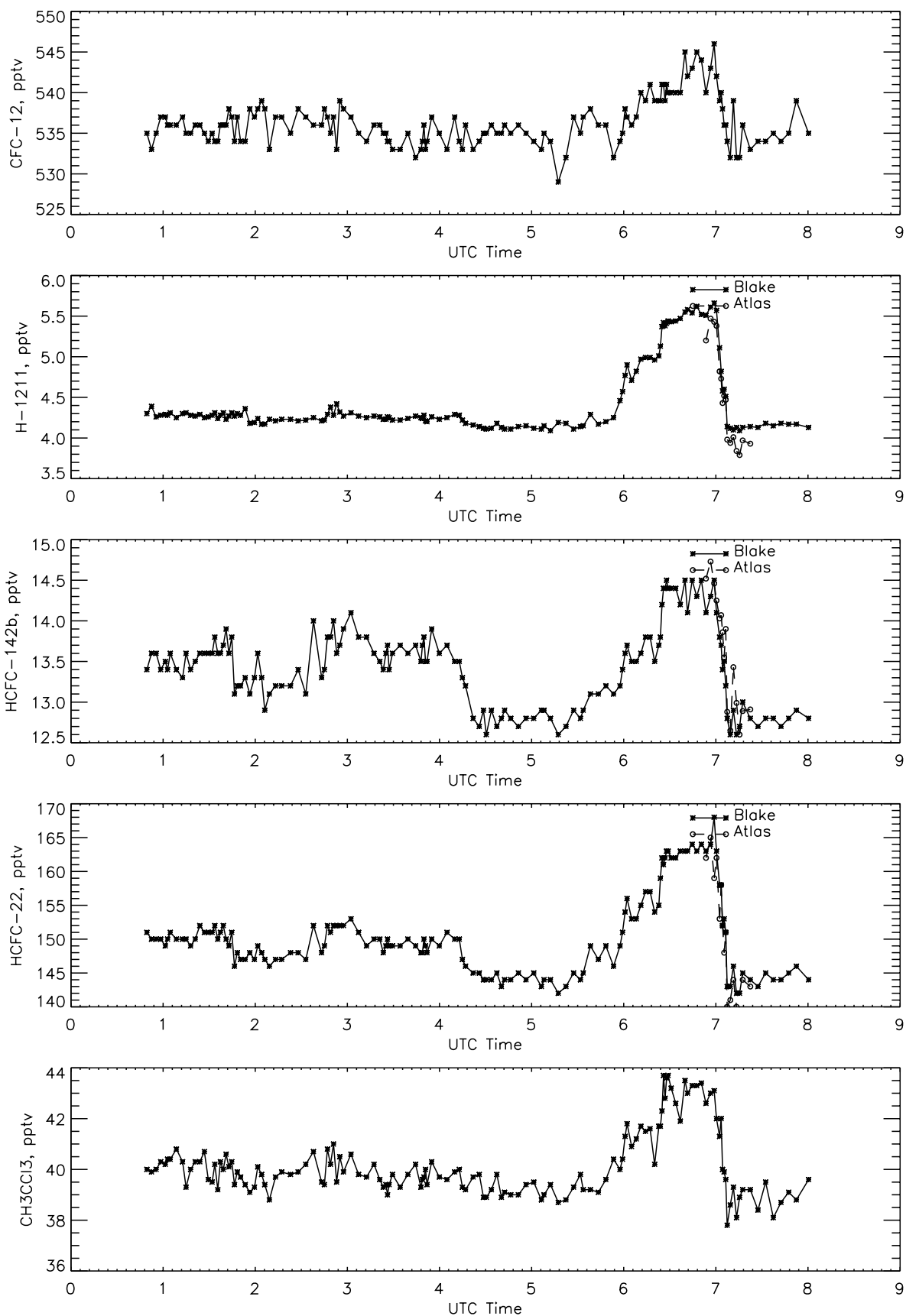
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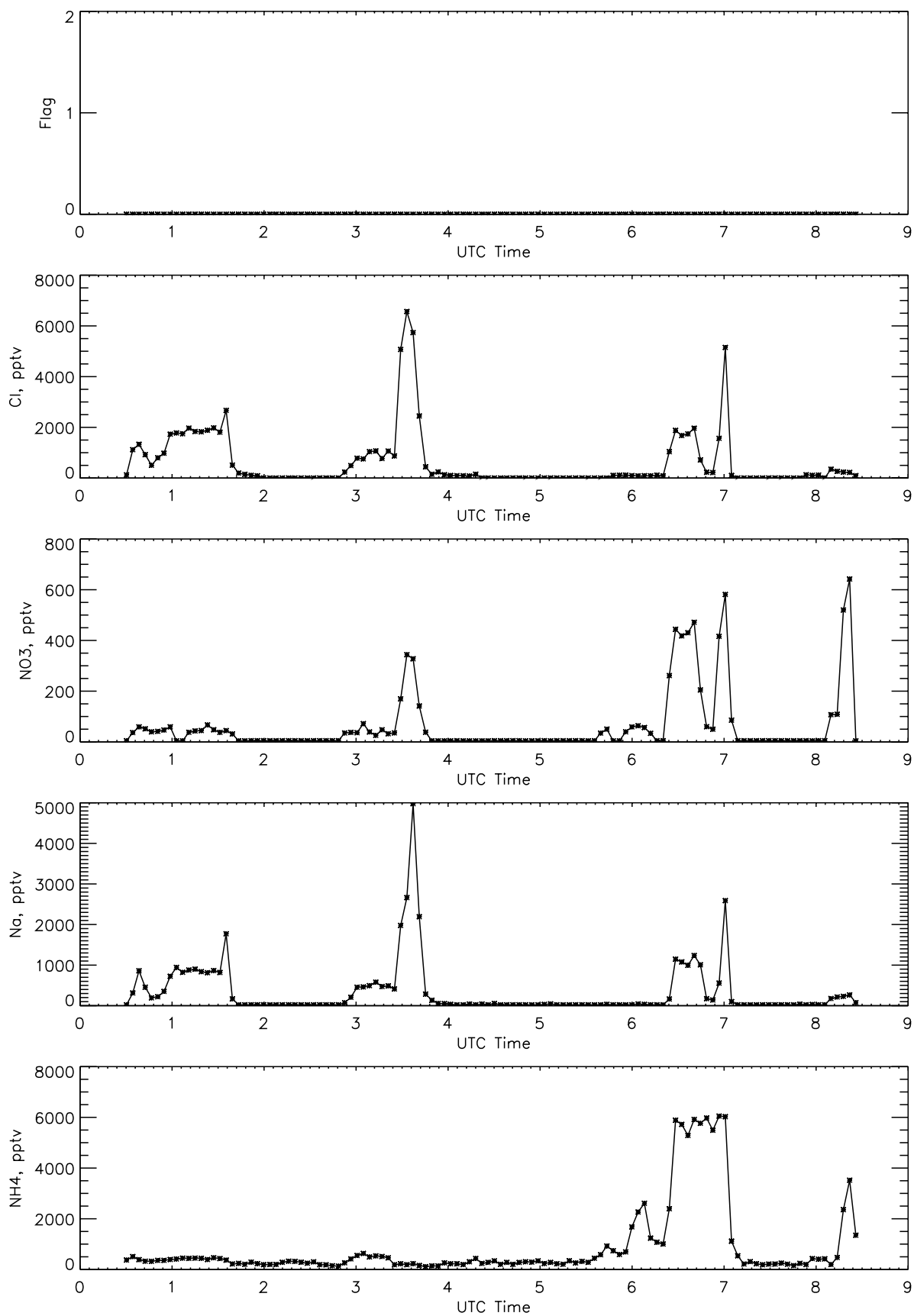
# FINAL DATA: TRACE-P P3-B Flight 08



# FINAL DATA: TRACE-P P3-B Flight 08

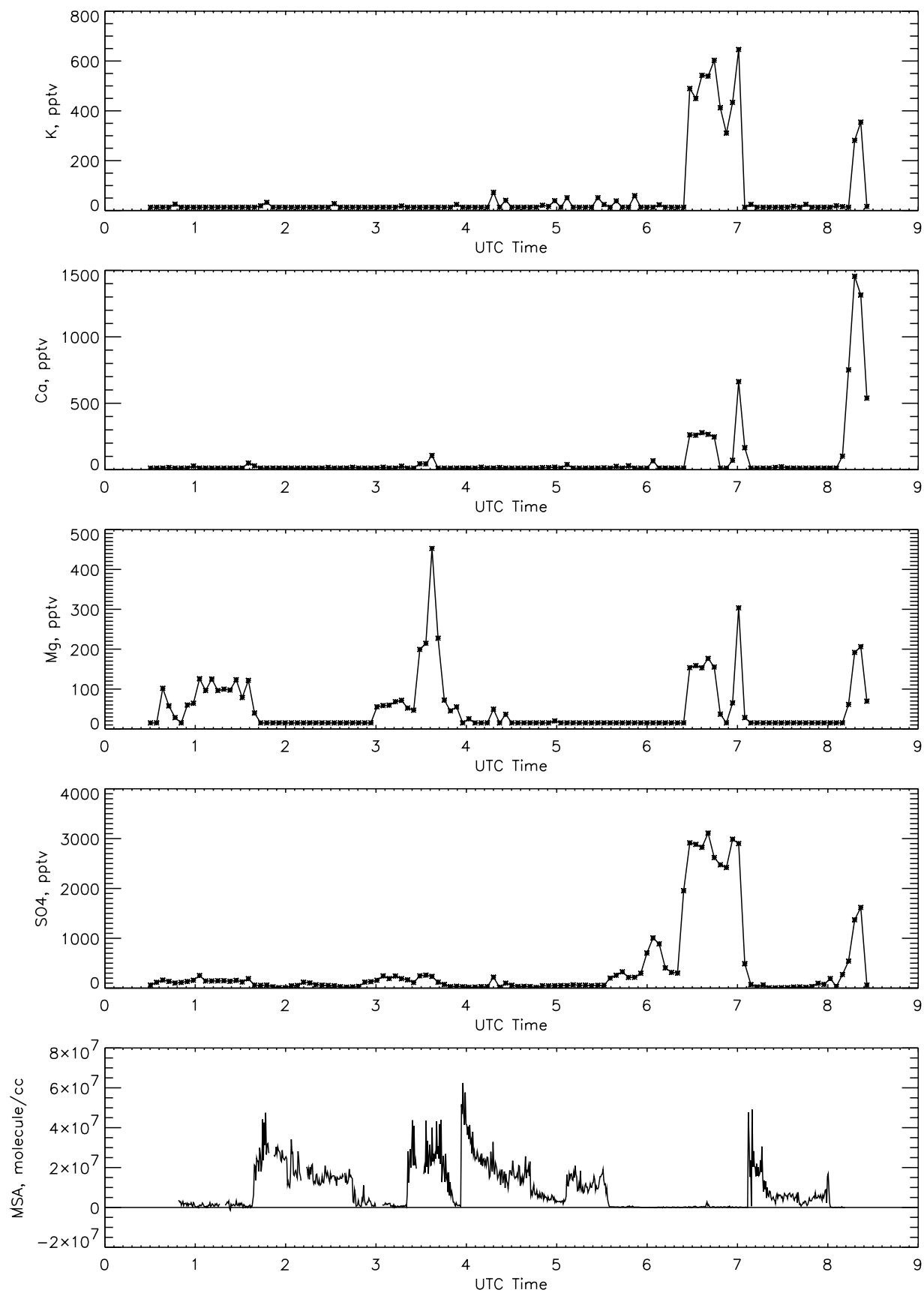


FINAL DATA: TRACE-P P3-B Flight 08

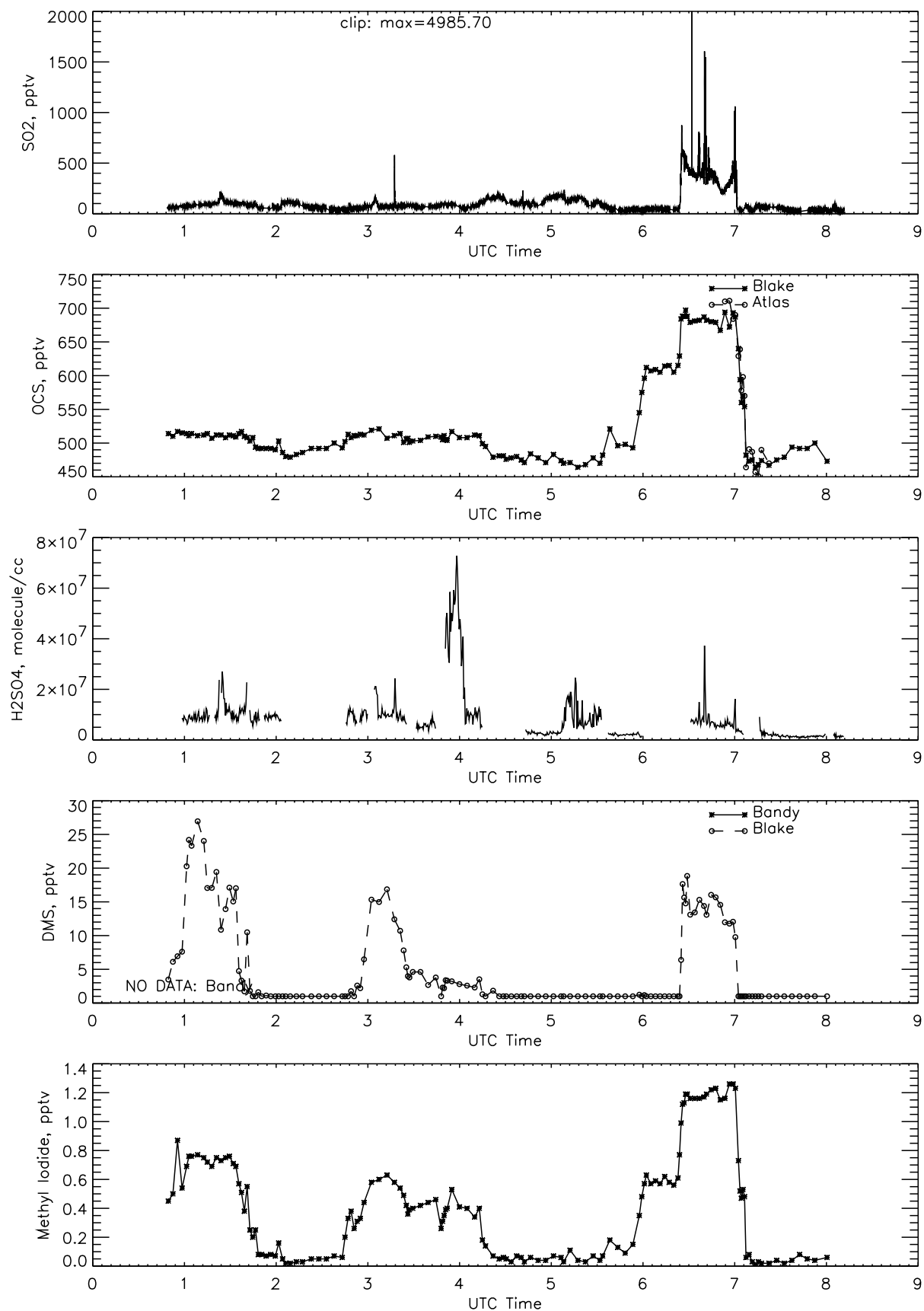




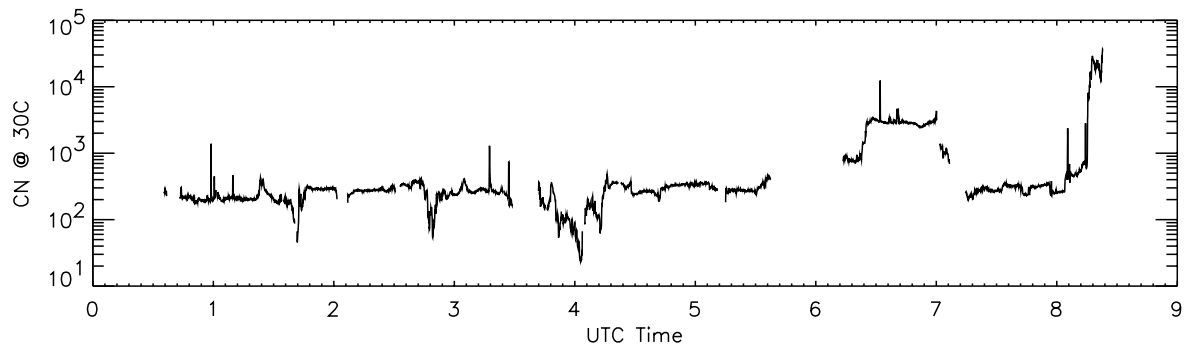
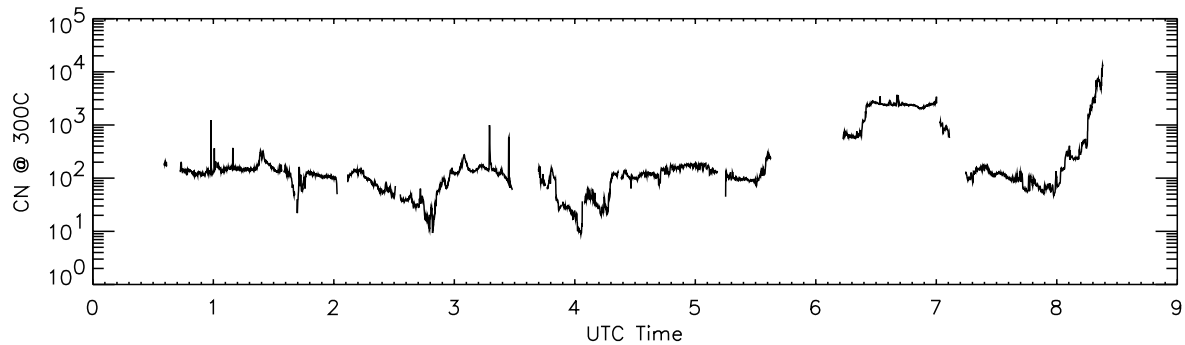
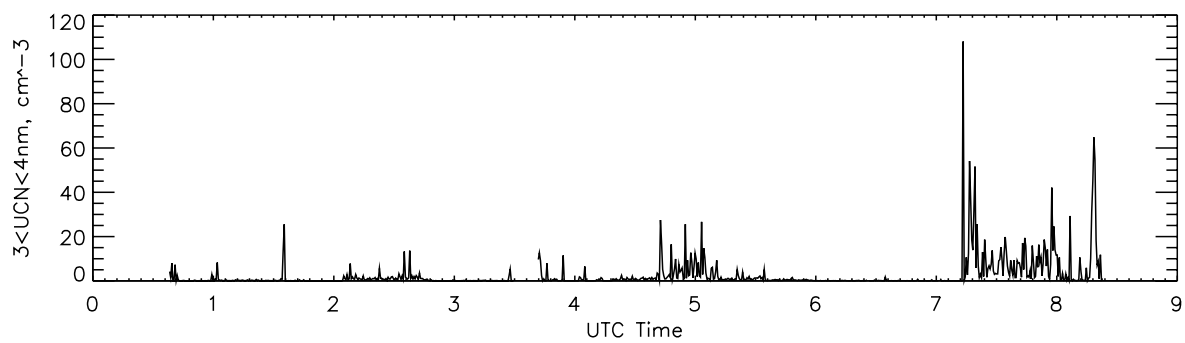
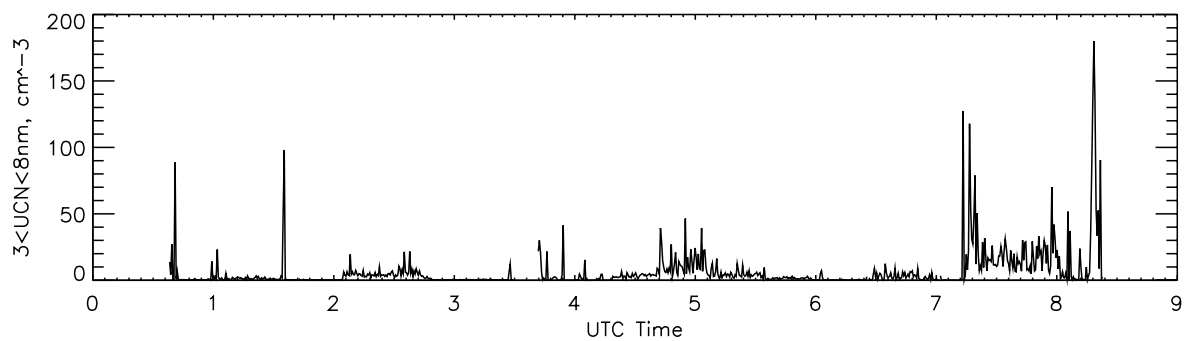
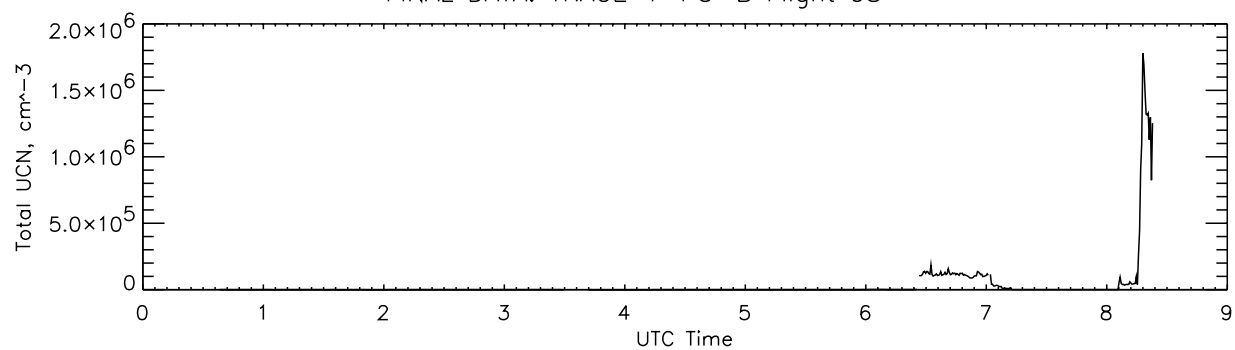
# FINAL DATA: TRACE-P P3-B Flight 08



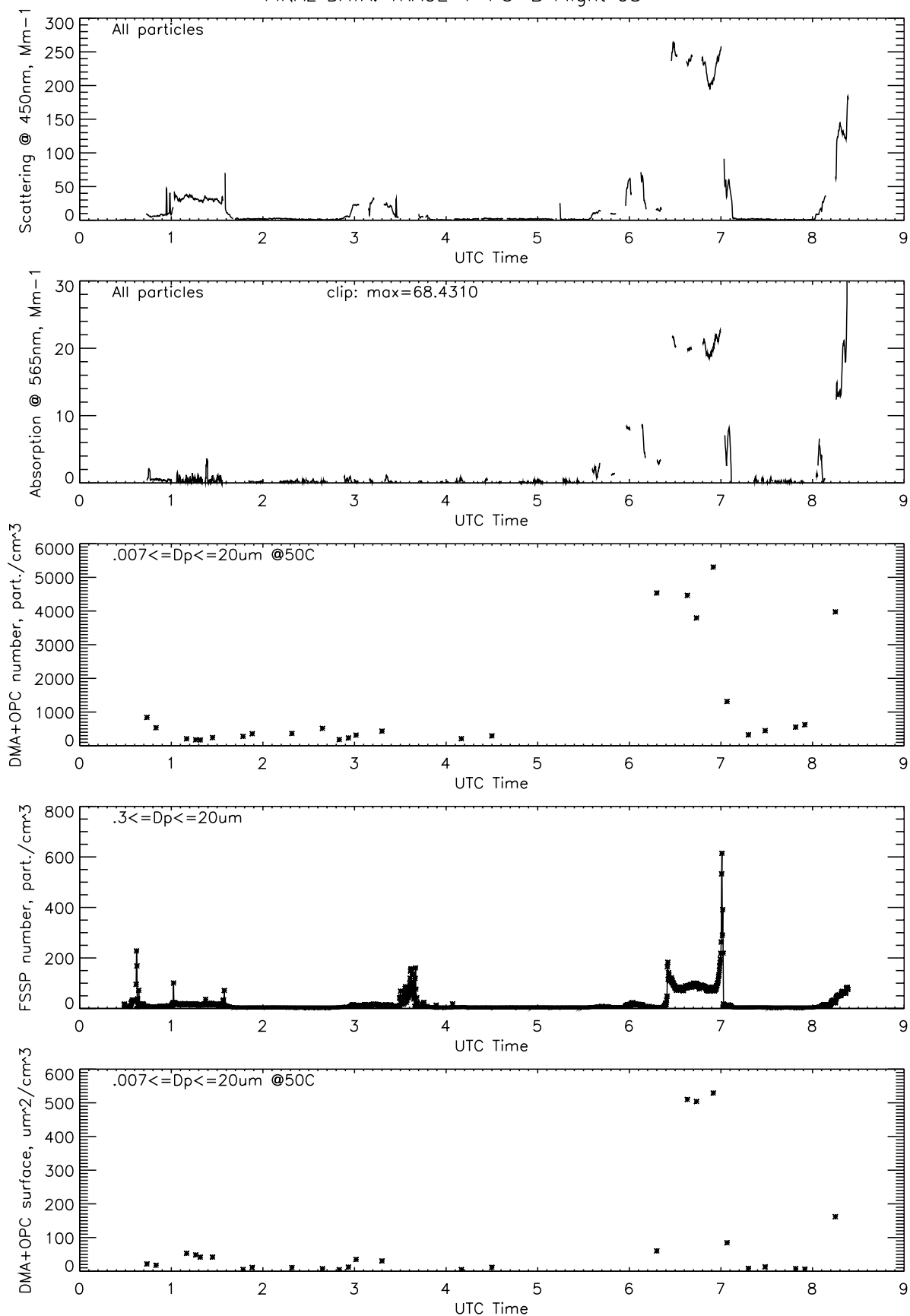
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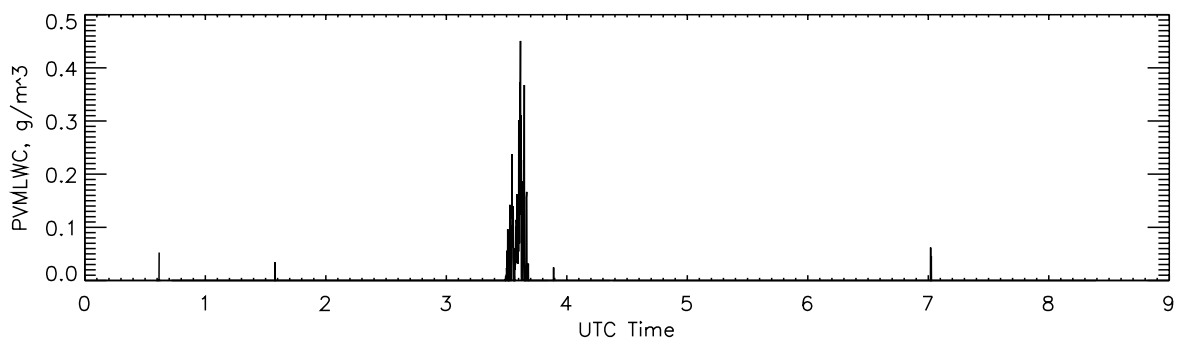
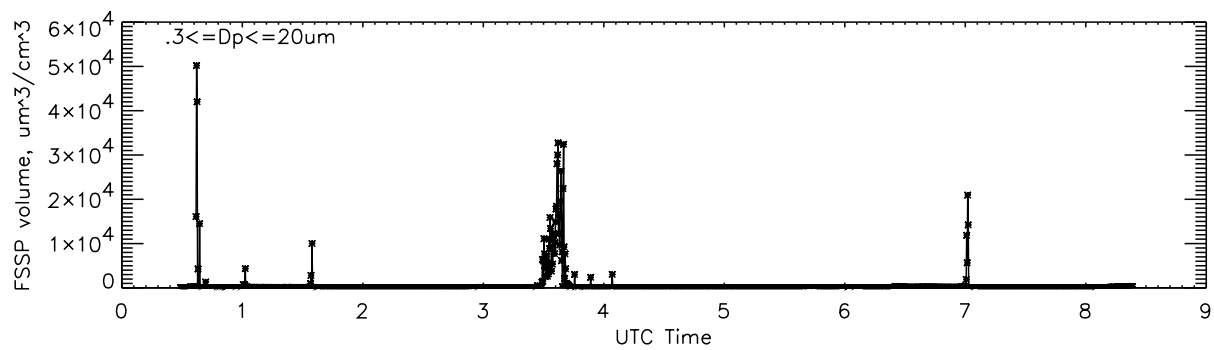
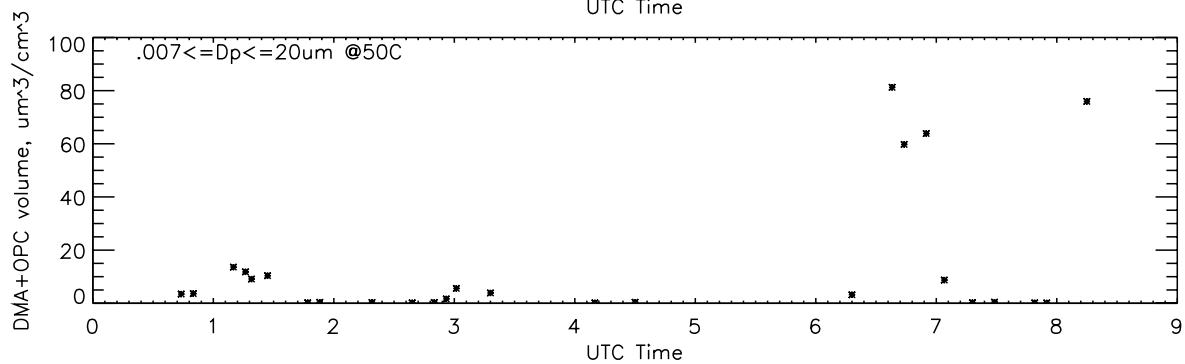
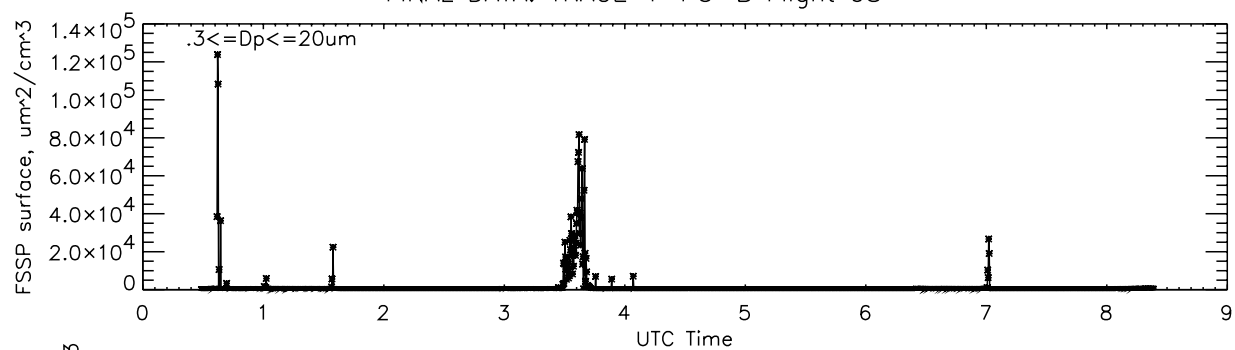
# FINAL DATA: TRACE-P P3-B Flight 08



# FINAL DATA: TRACE-P P3-B Flight 08

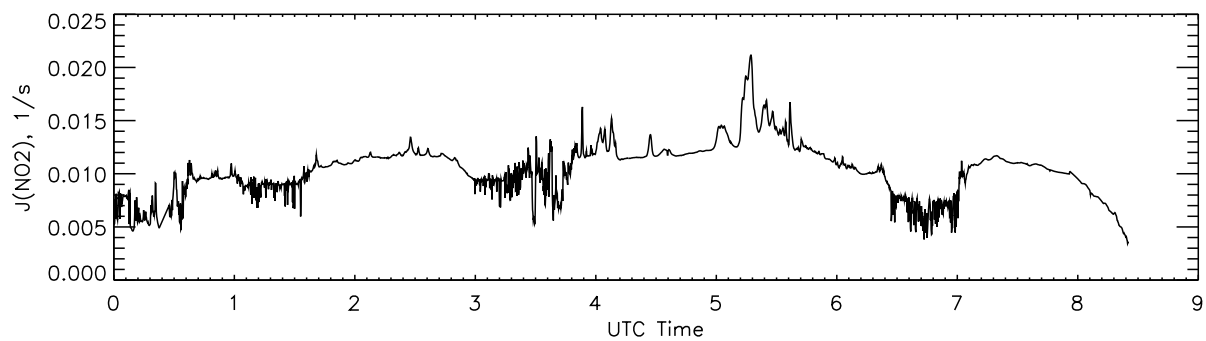
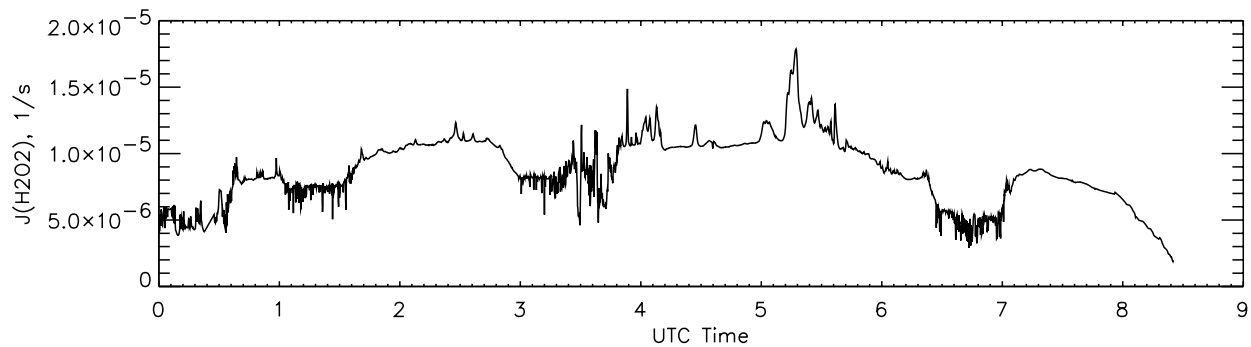
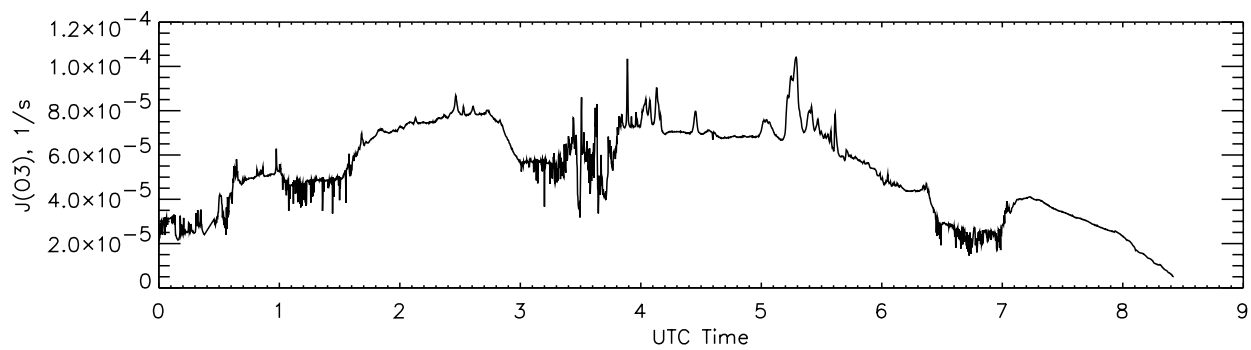
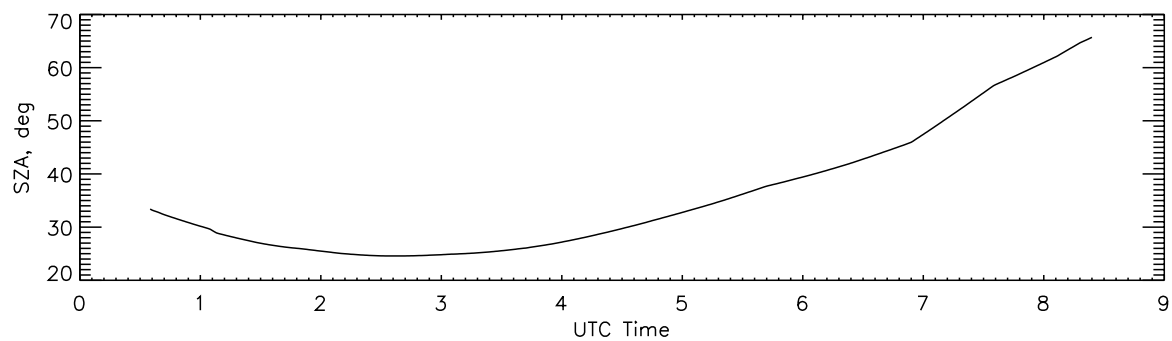
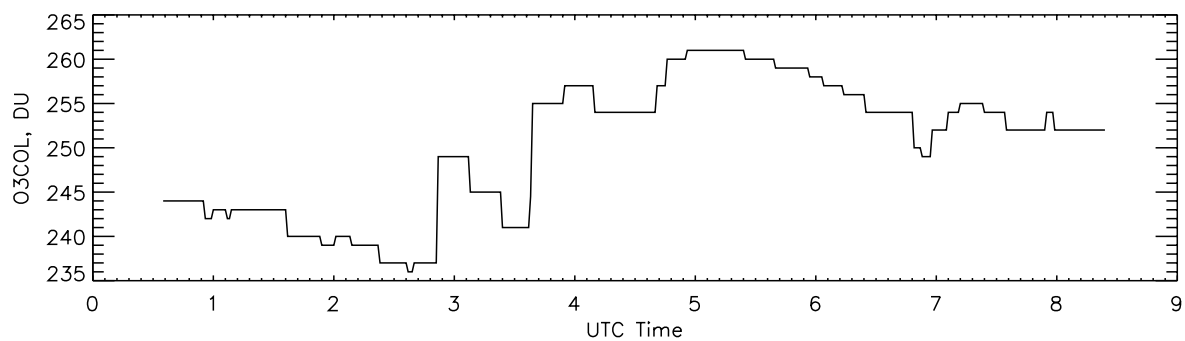


# FINAL DATA: TRACE-P P3-B Flight 08

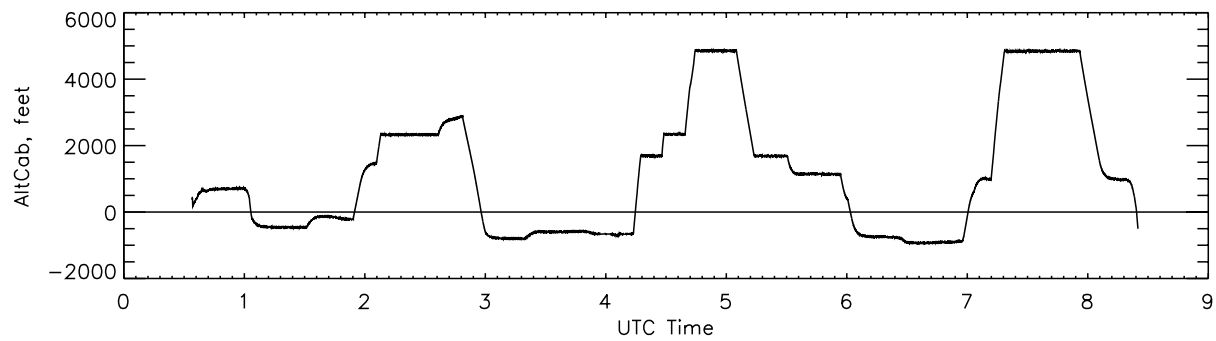
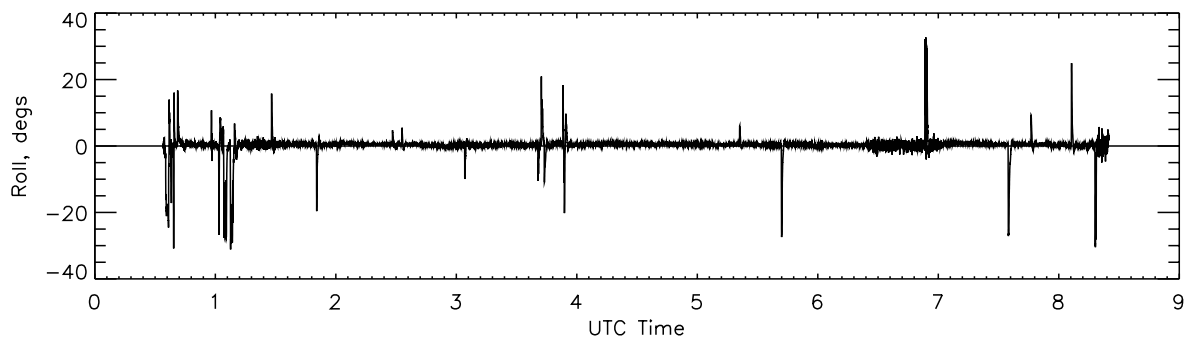
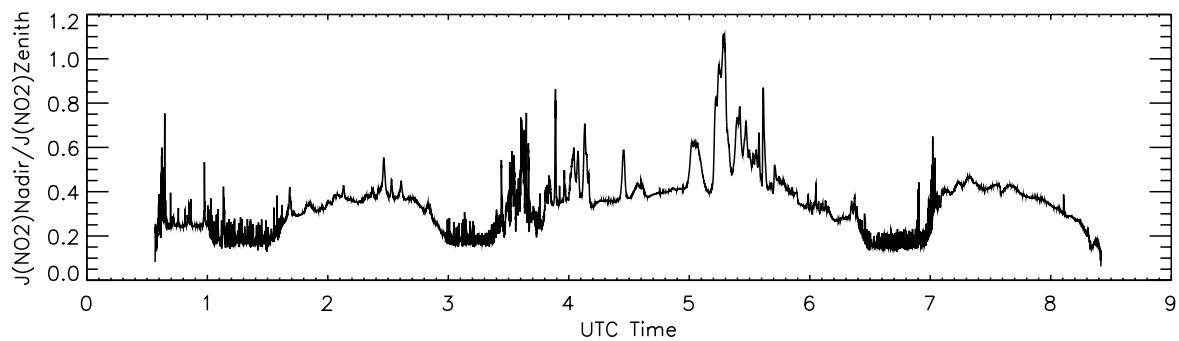
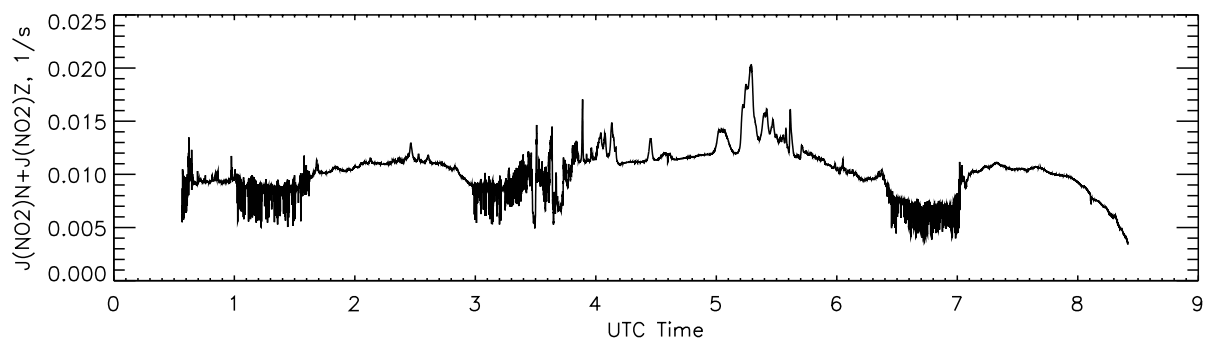


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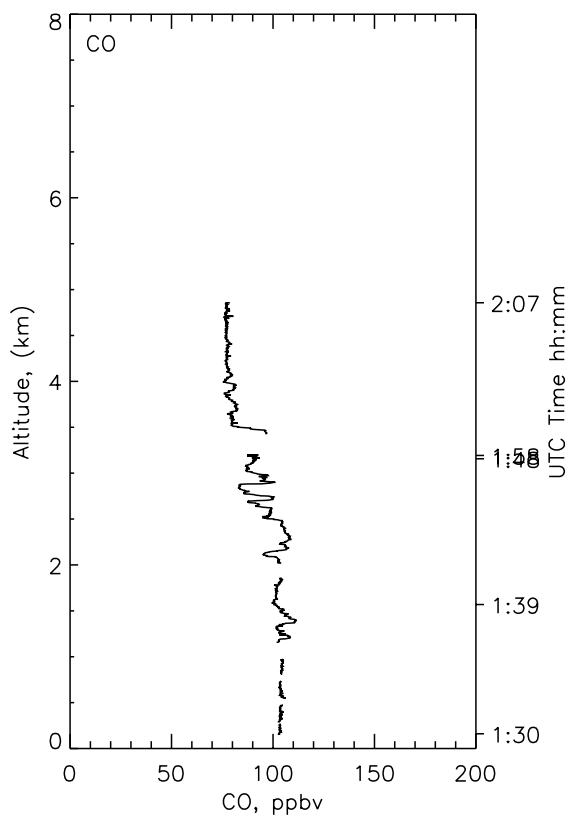
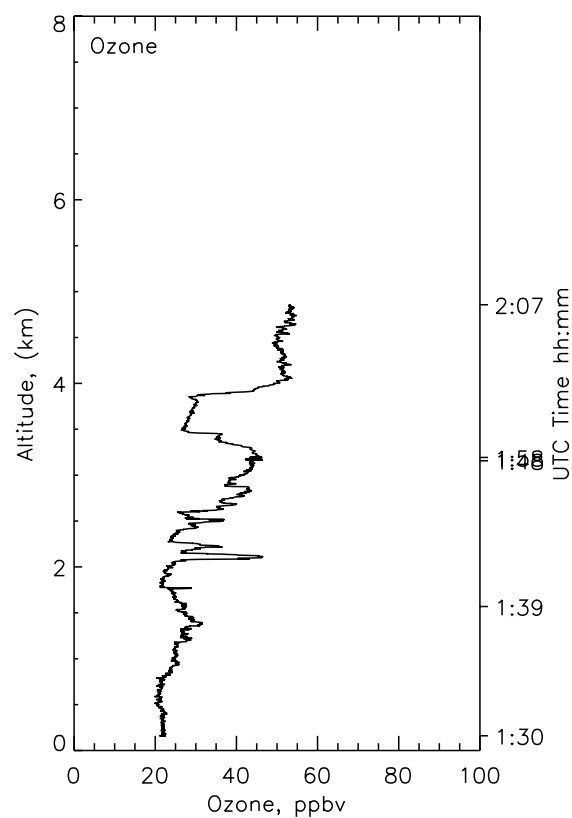
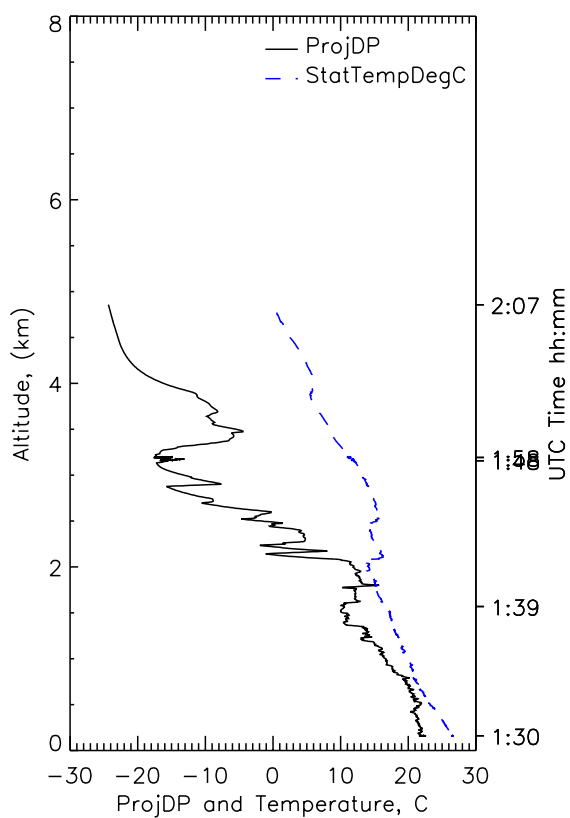
# FINAL DATA: TRACE-P P3-B Flight 08



# FINAL DATA: TRACE-P P3-B Flight 08

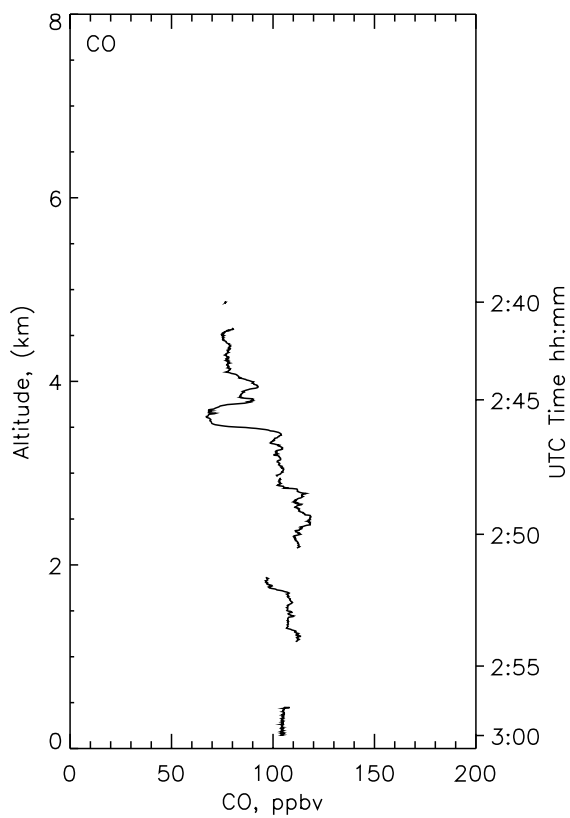
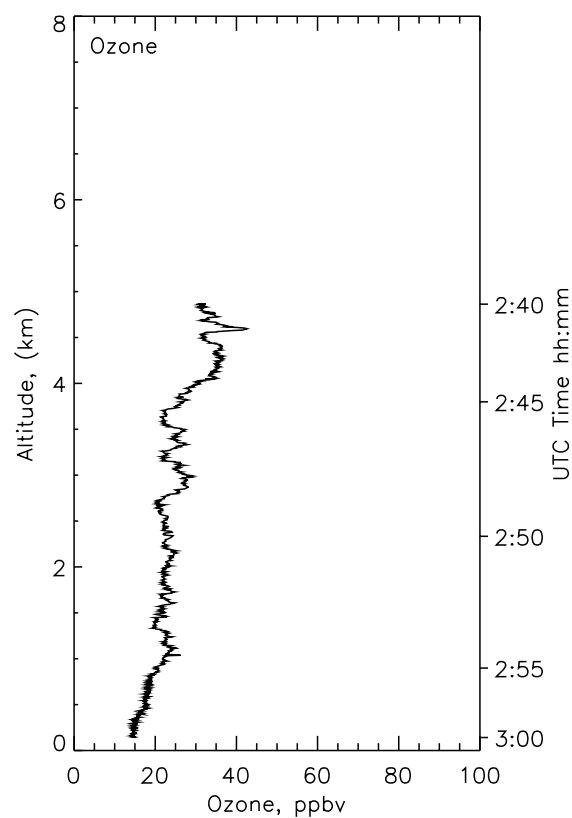
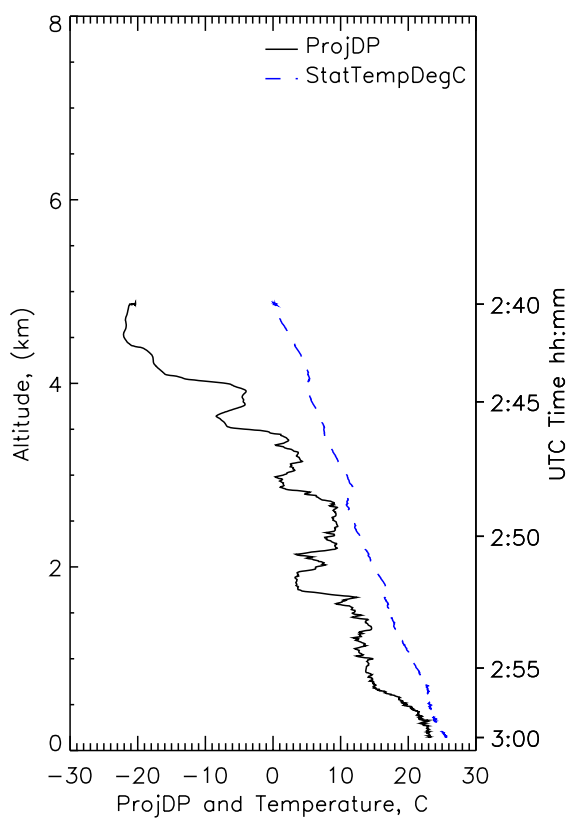


Profile # 1 TRACE-P P3-B Flight 08

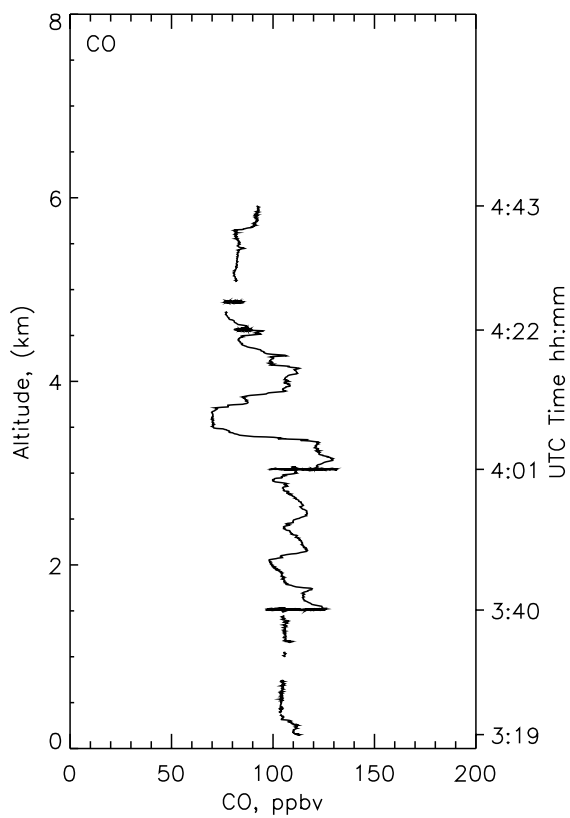
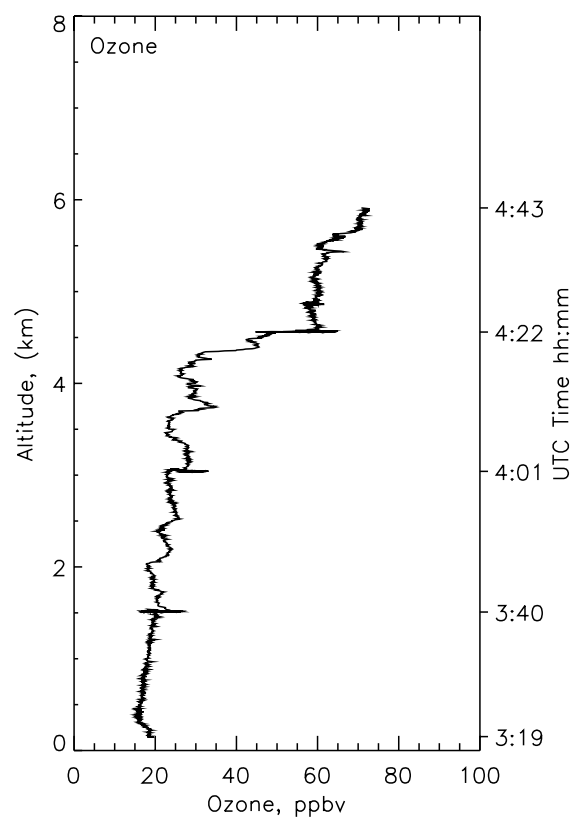
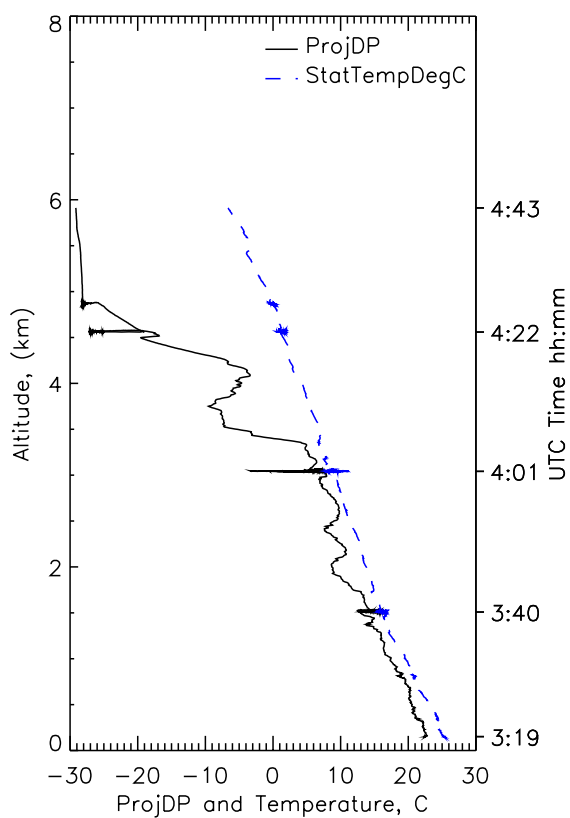




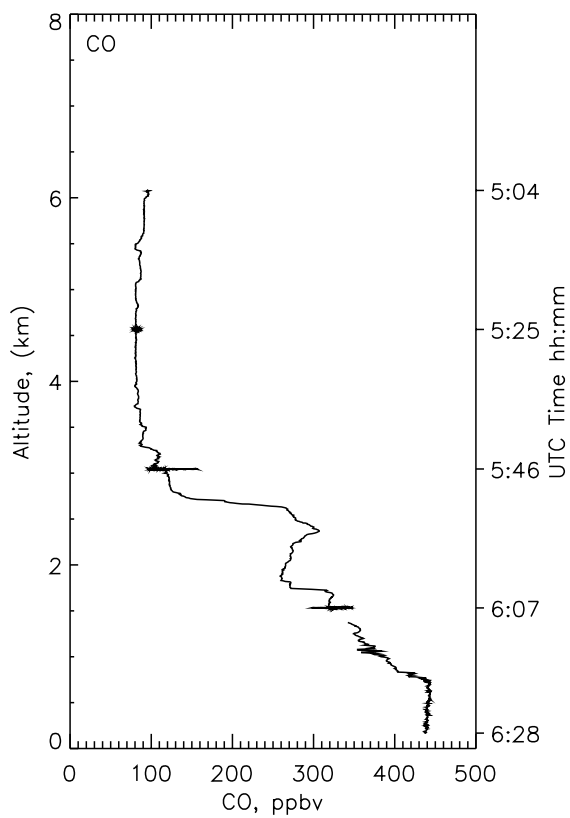
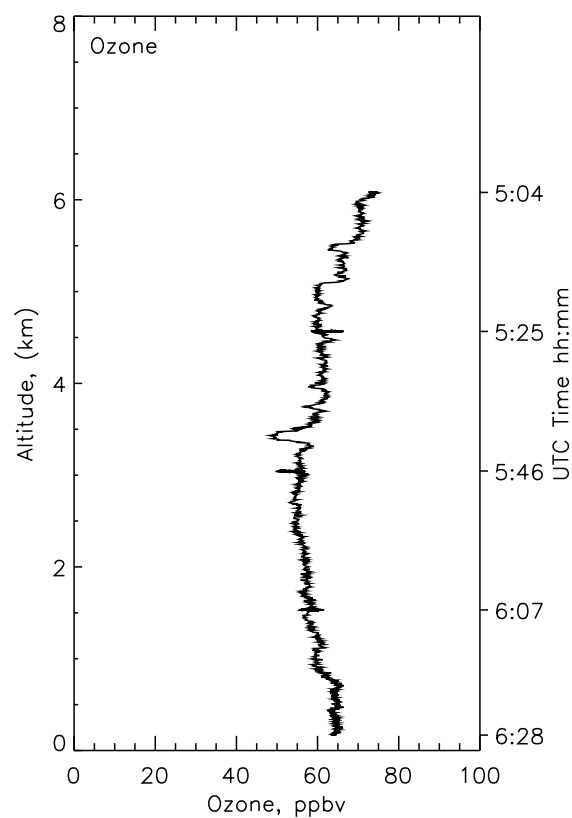
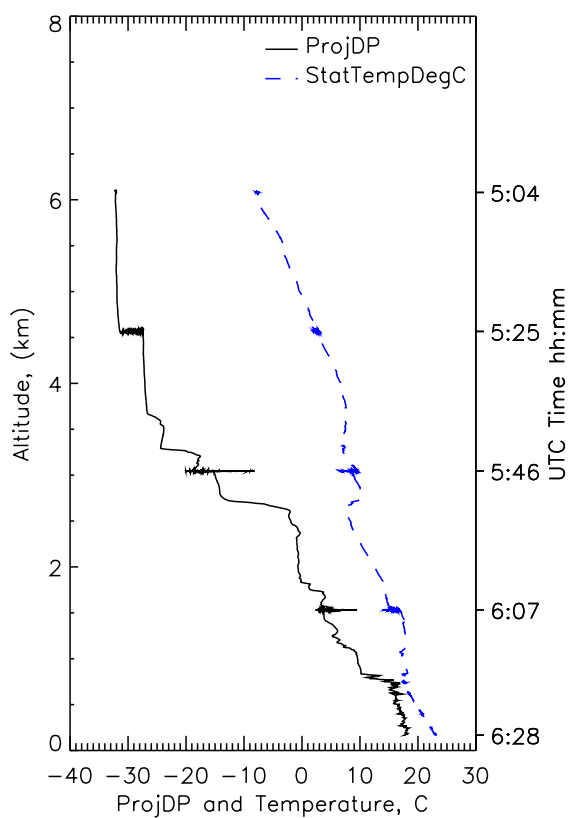
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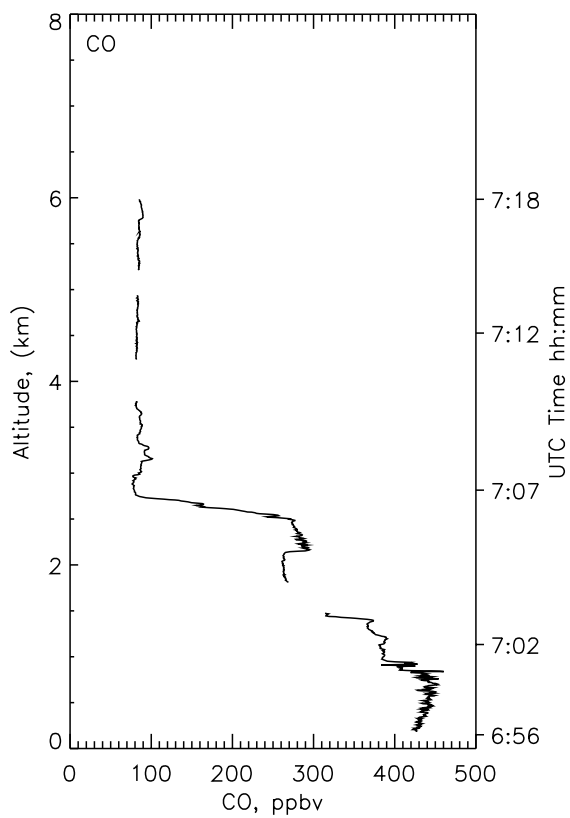
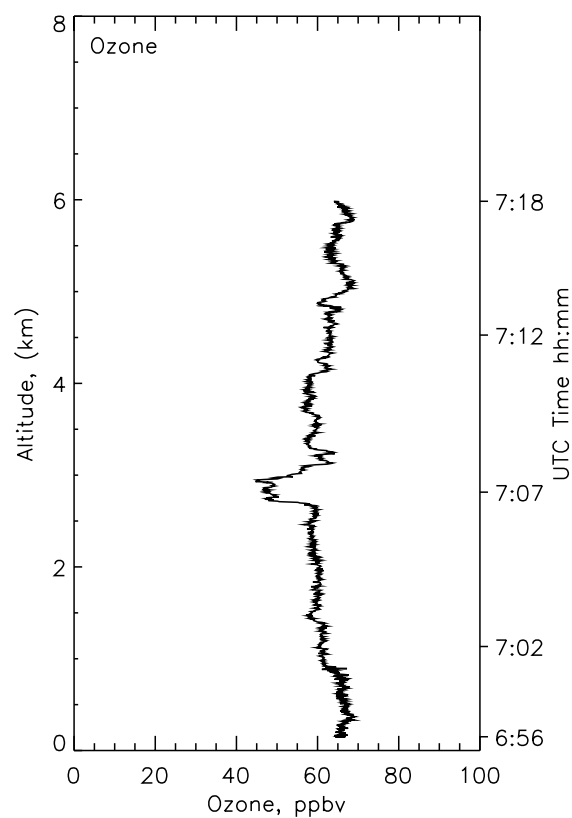
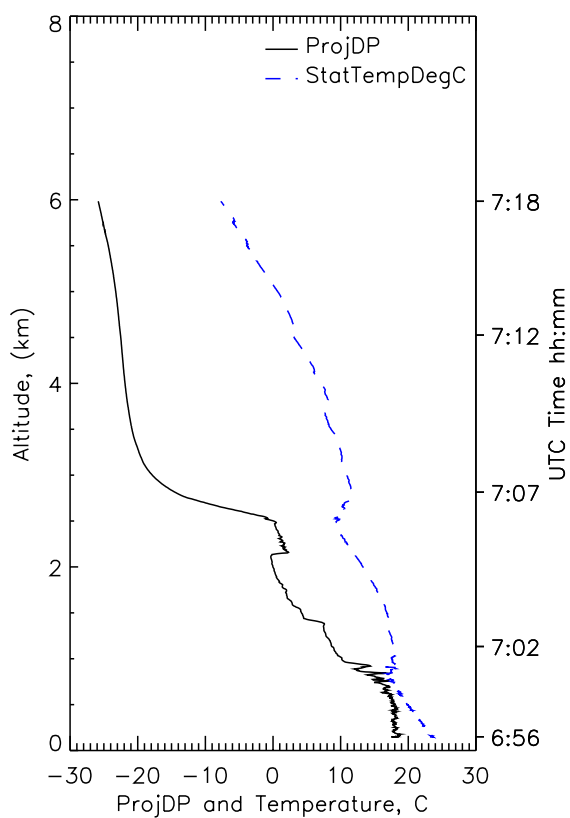
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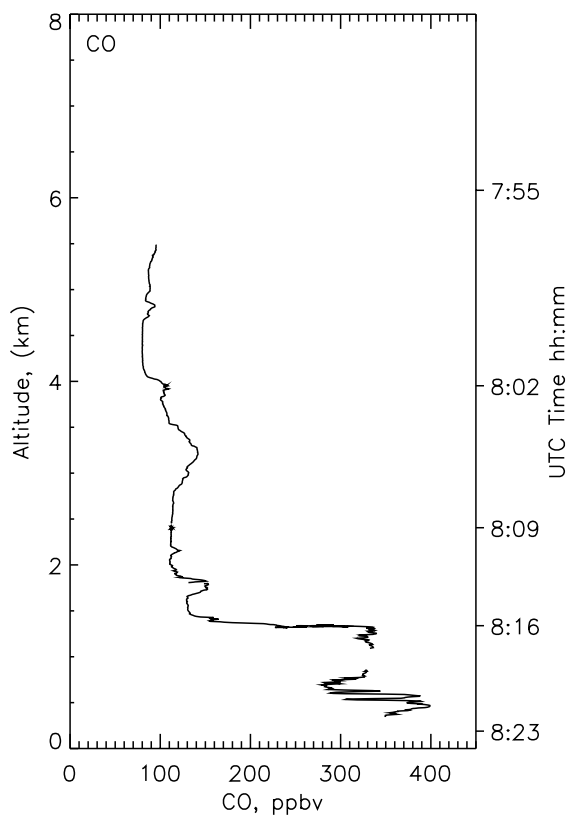
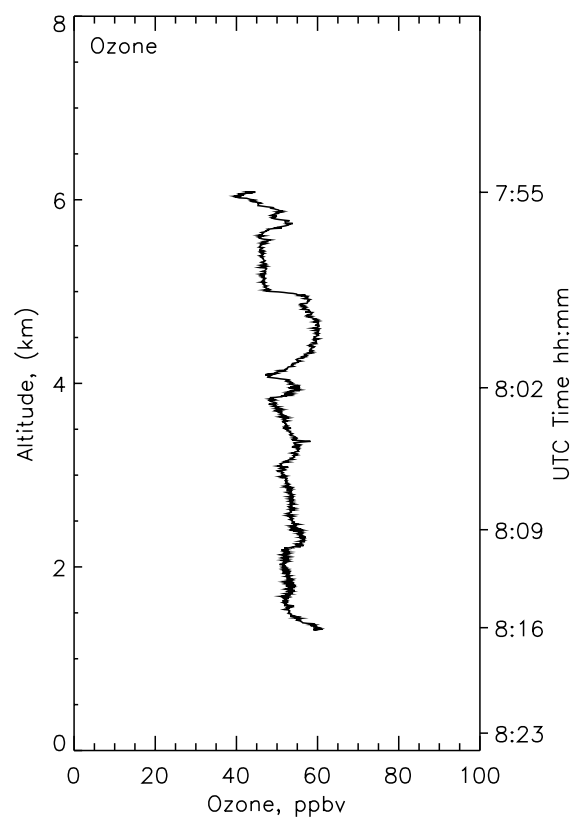
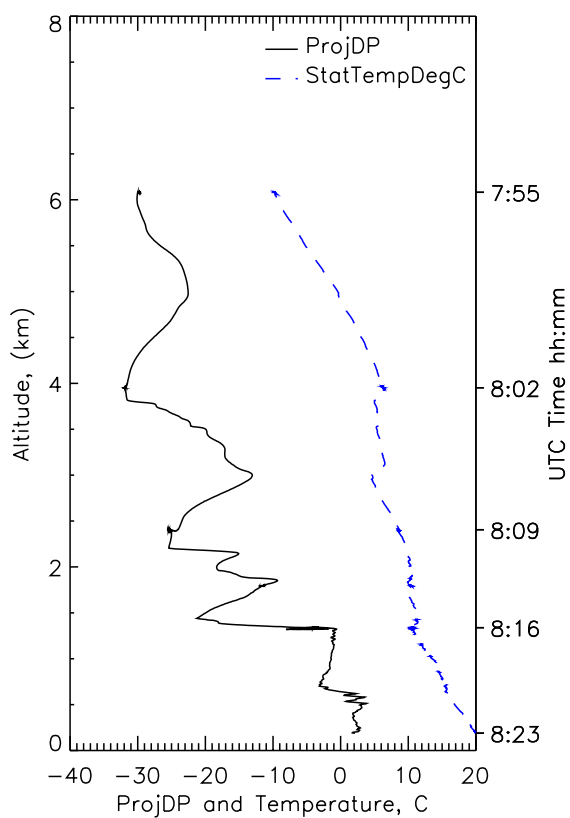
# Profile # 4 TRACE-P P3-B Flight 08



# Profile # 5 TRACE-P P3-B Flight 08



# Profile # 6 TRACE-P P3-B Flight 08



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 9P

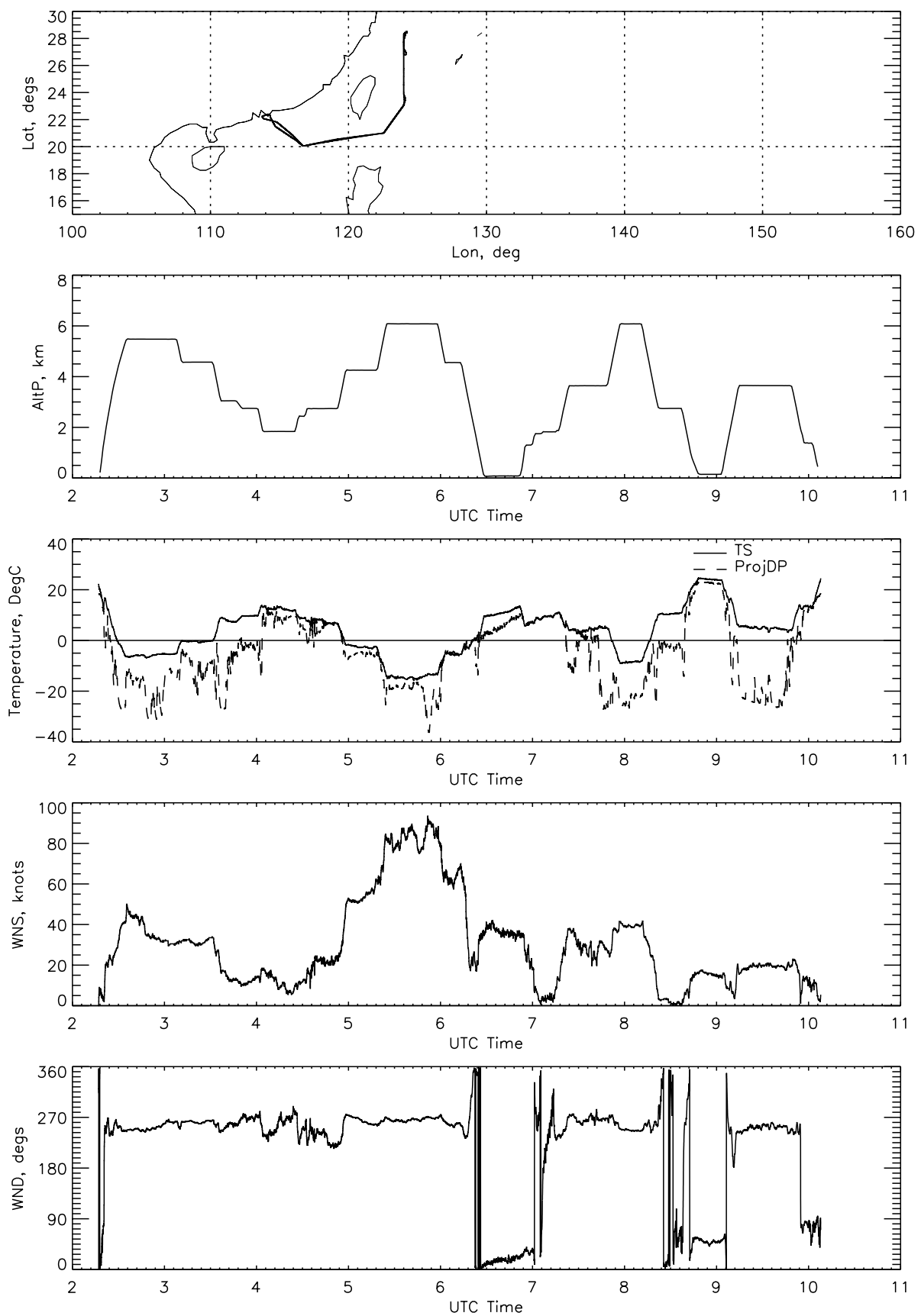
Local: Hong Kong No. 1

Post-Frontal Asian Outflow

March 7, 2001

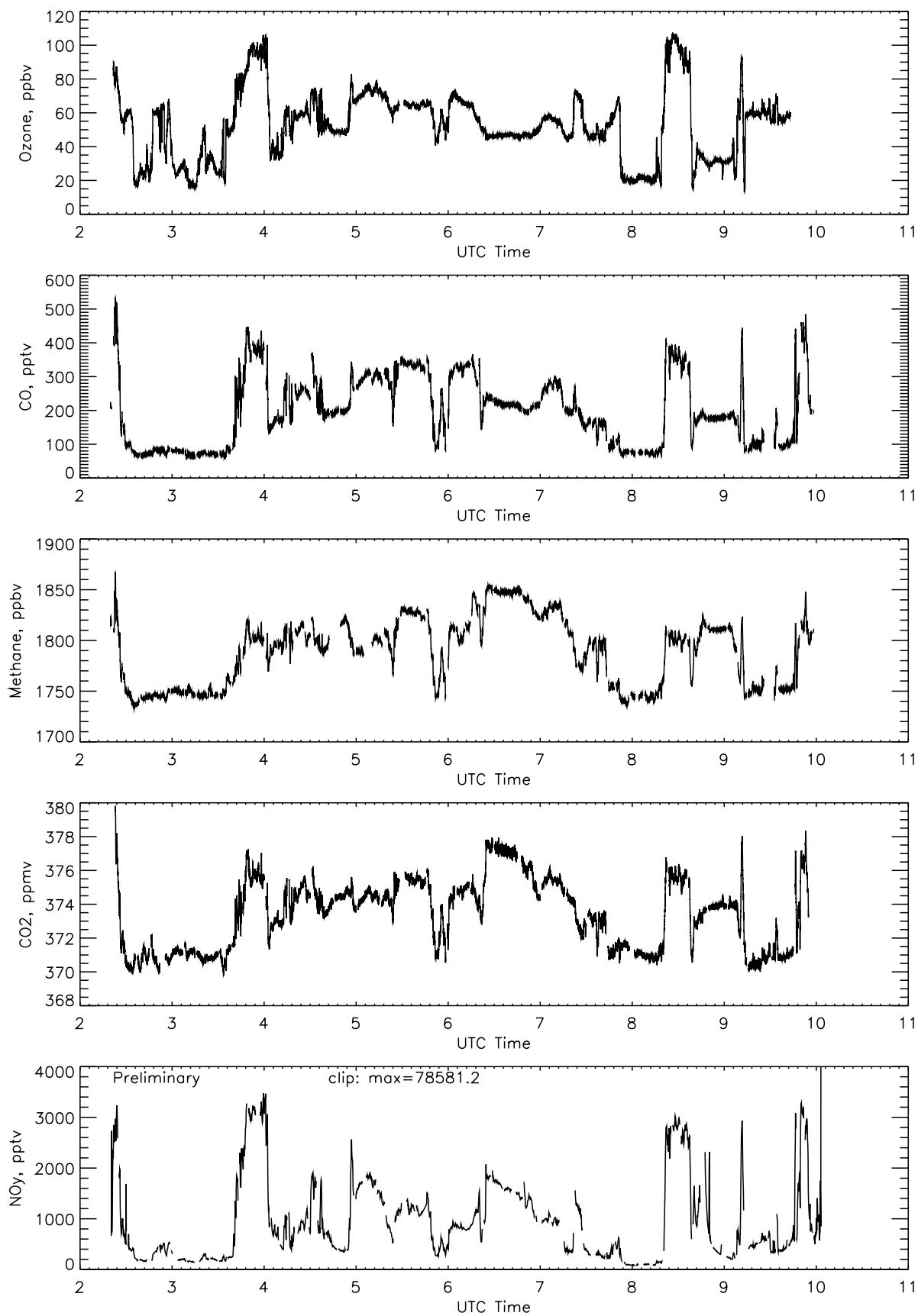


# FINAL DATA: TRACE-P P3-B Flight 09

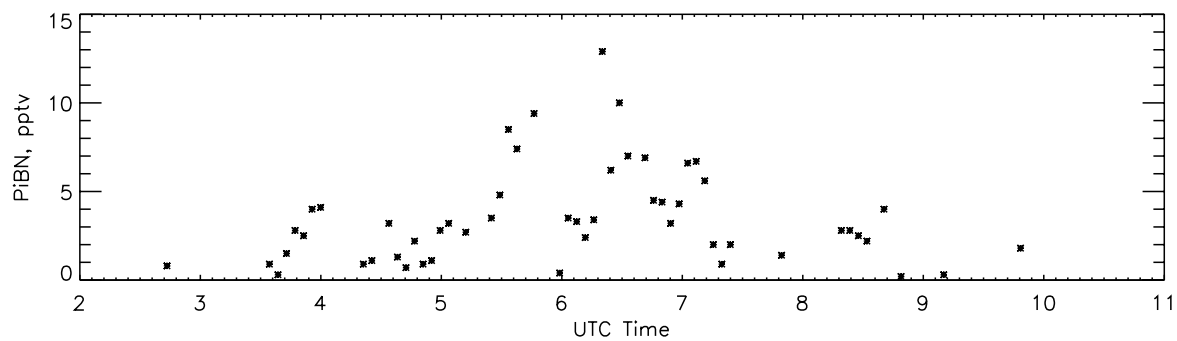
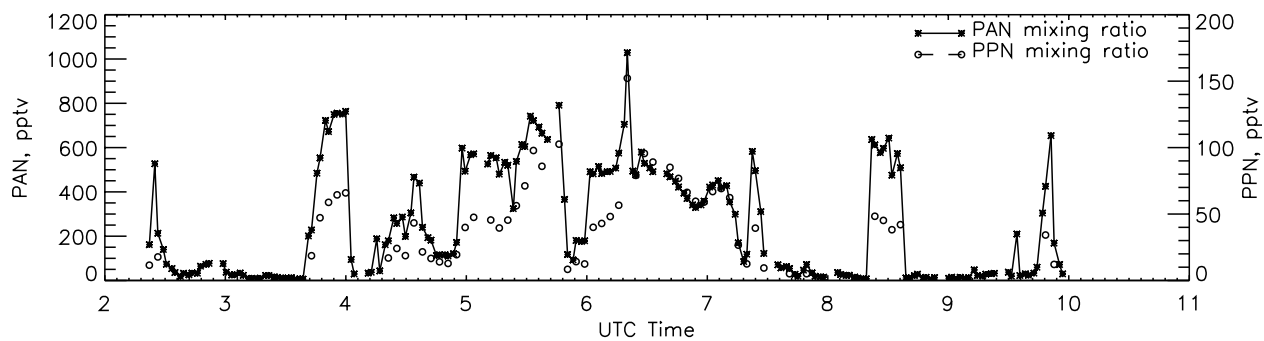
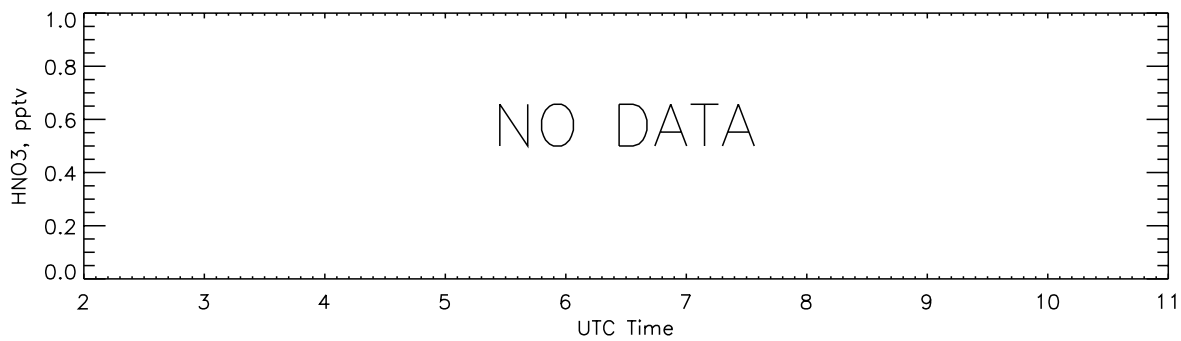
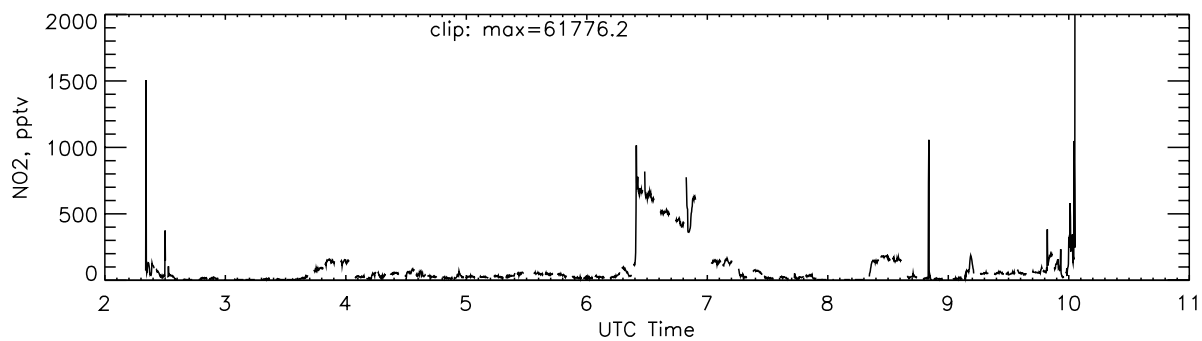
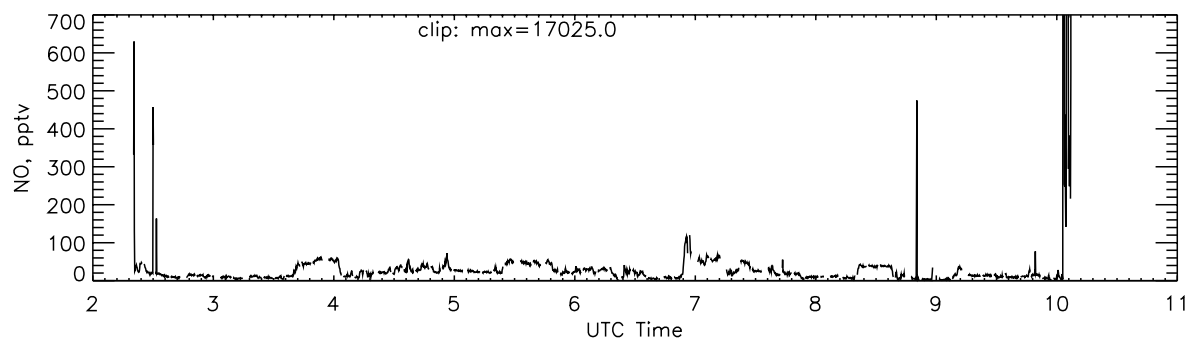




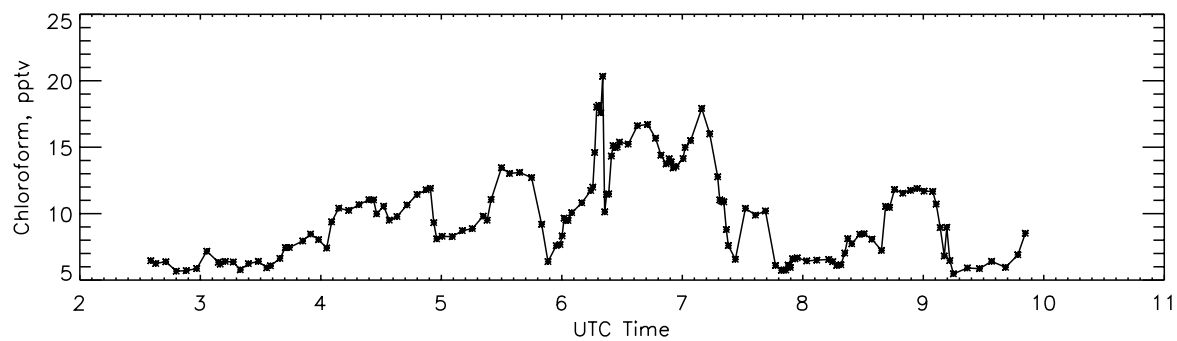
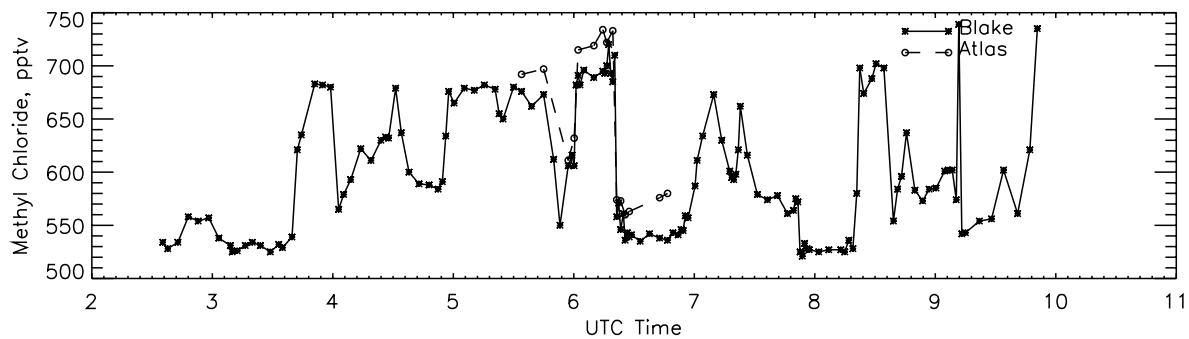
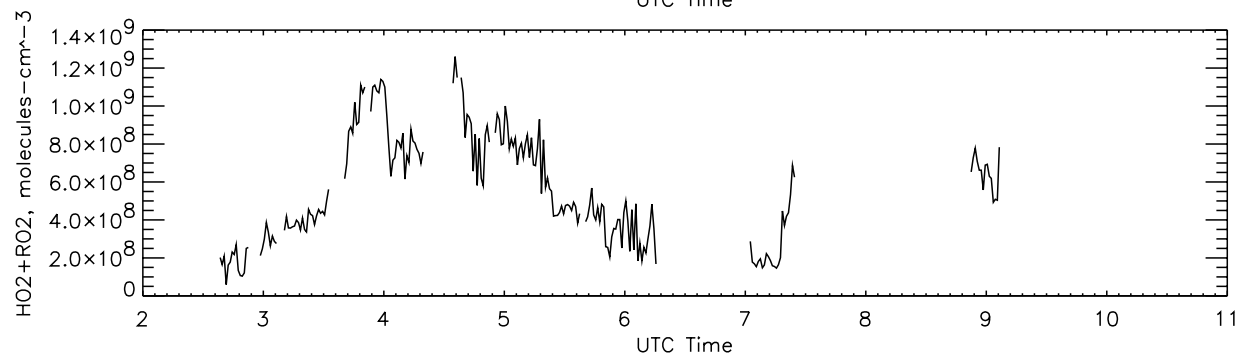
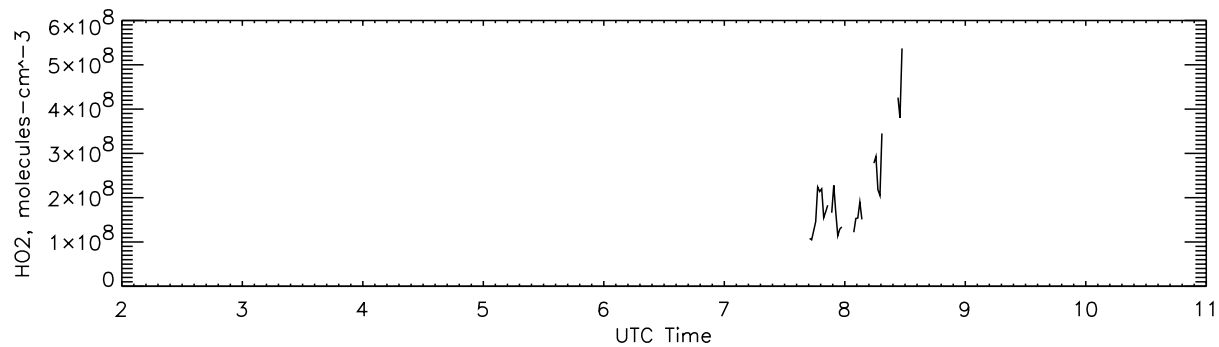
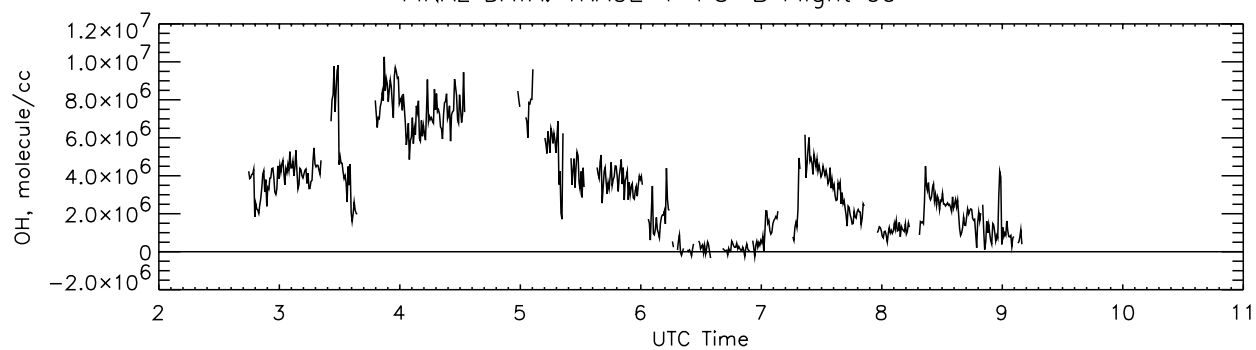
FINAL DATA: TRACE-P P3-B Flight 09



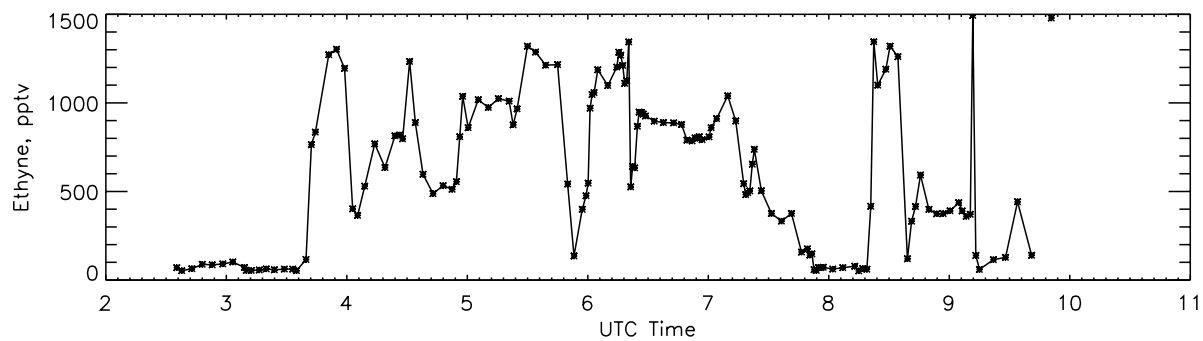
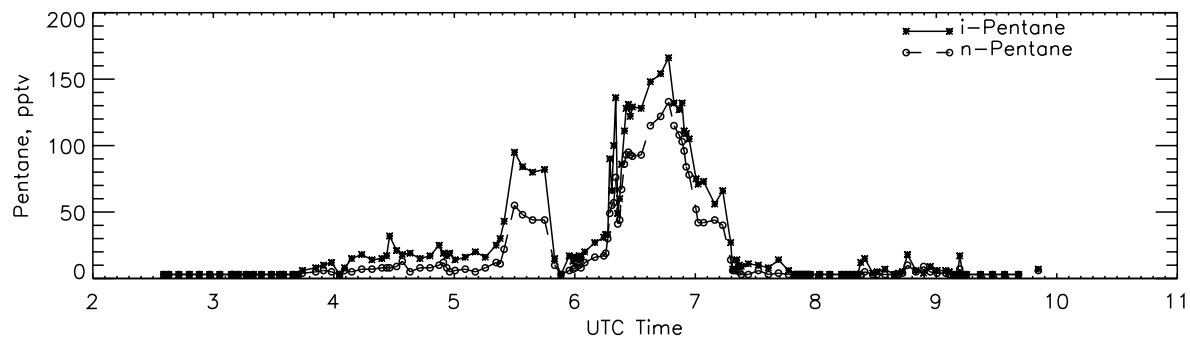
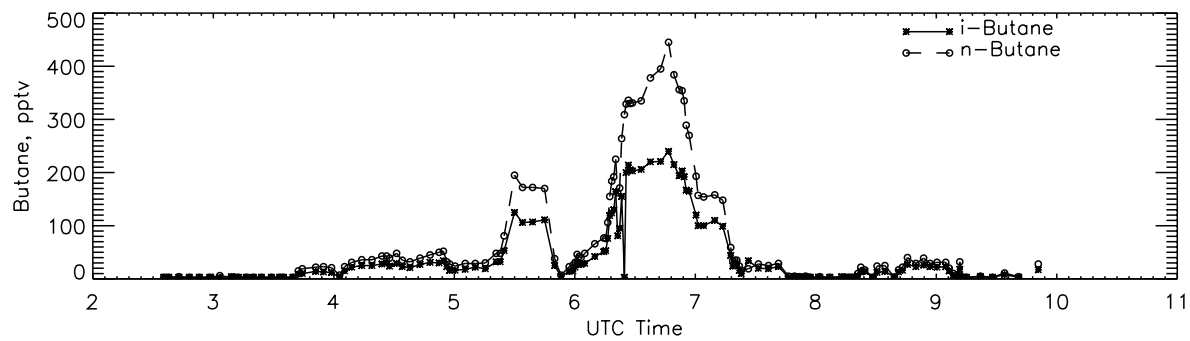
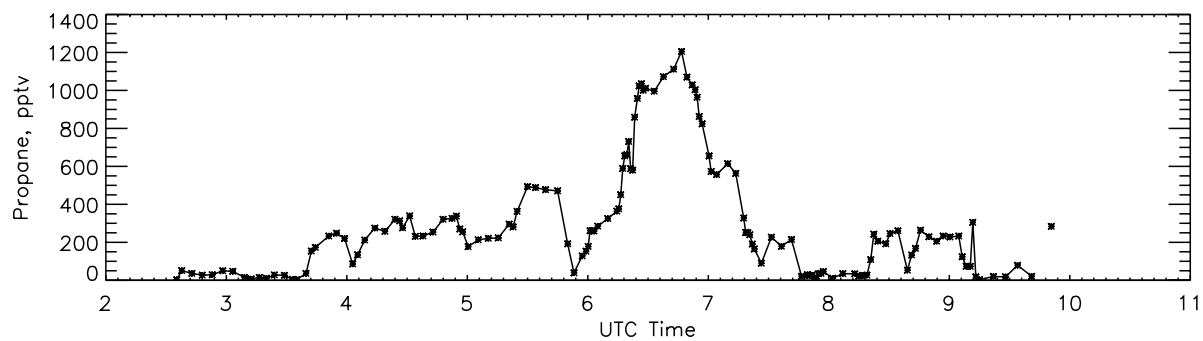
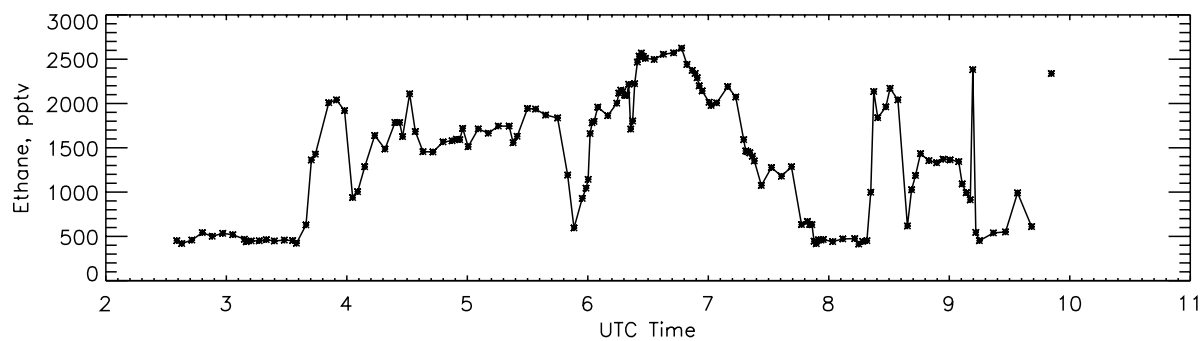
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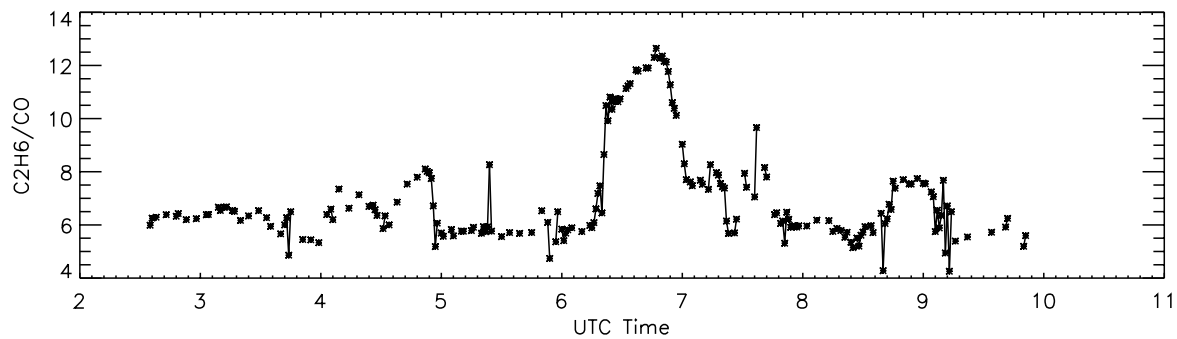
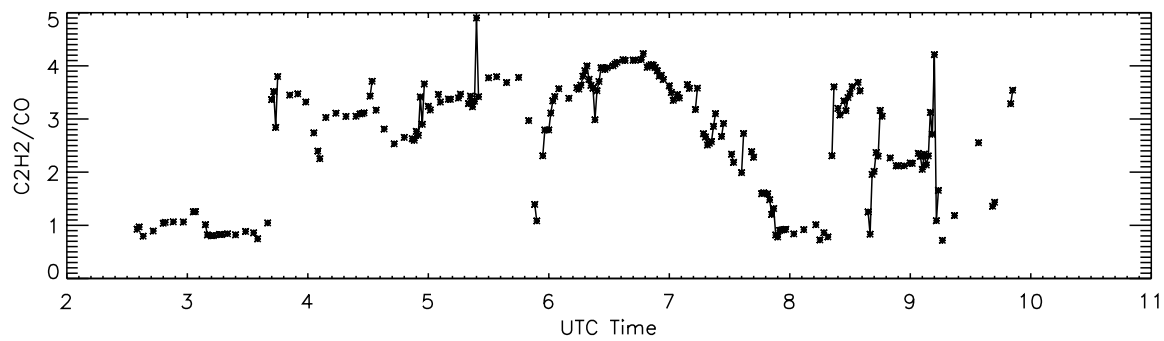
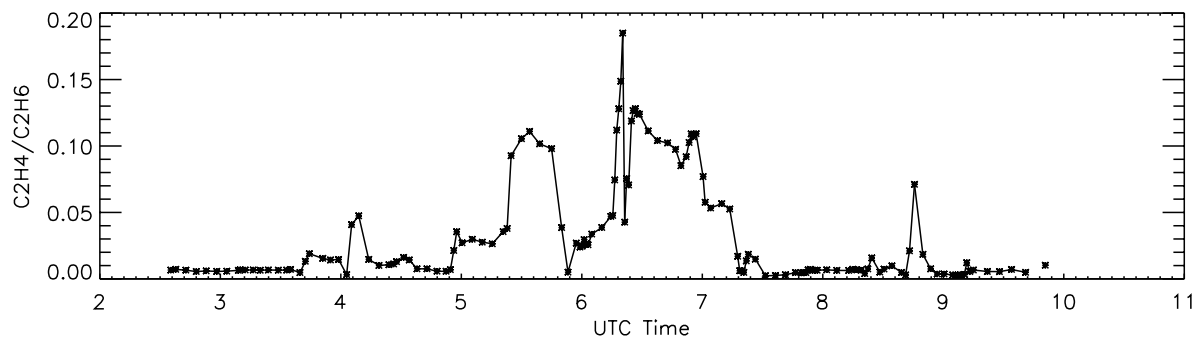
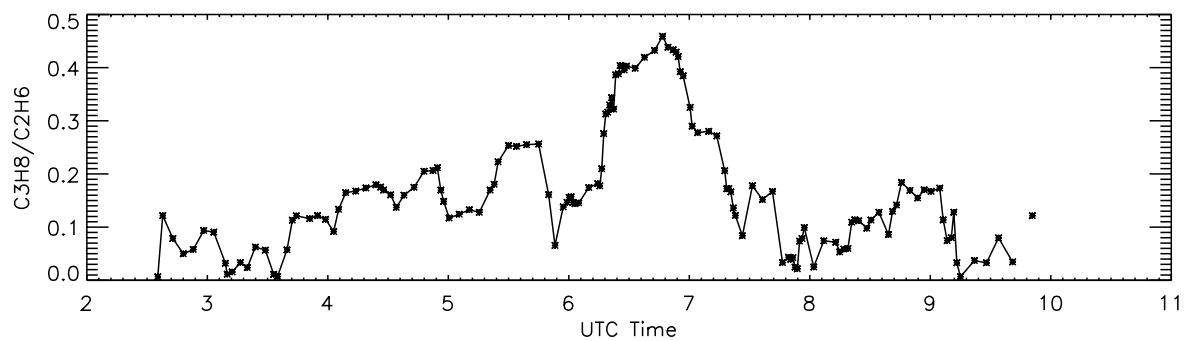
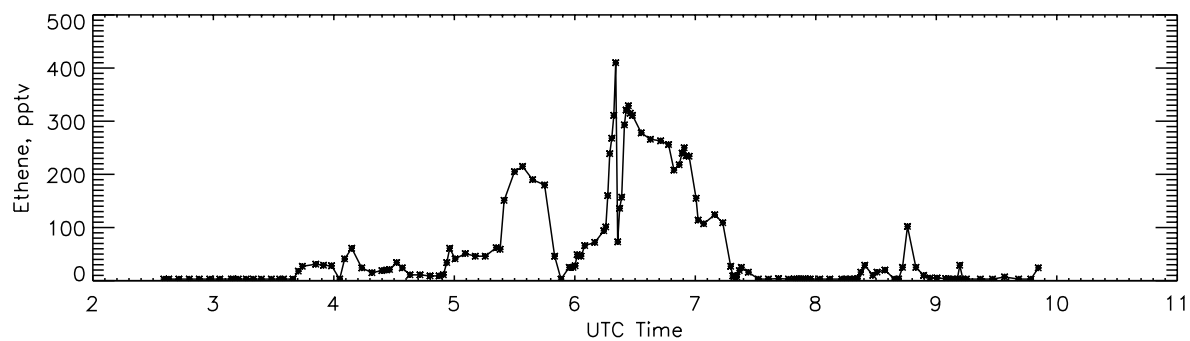
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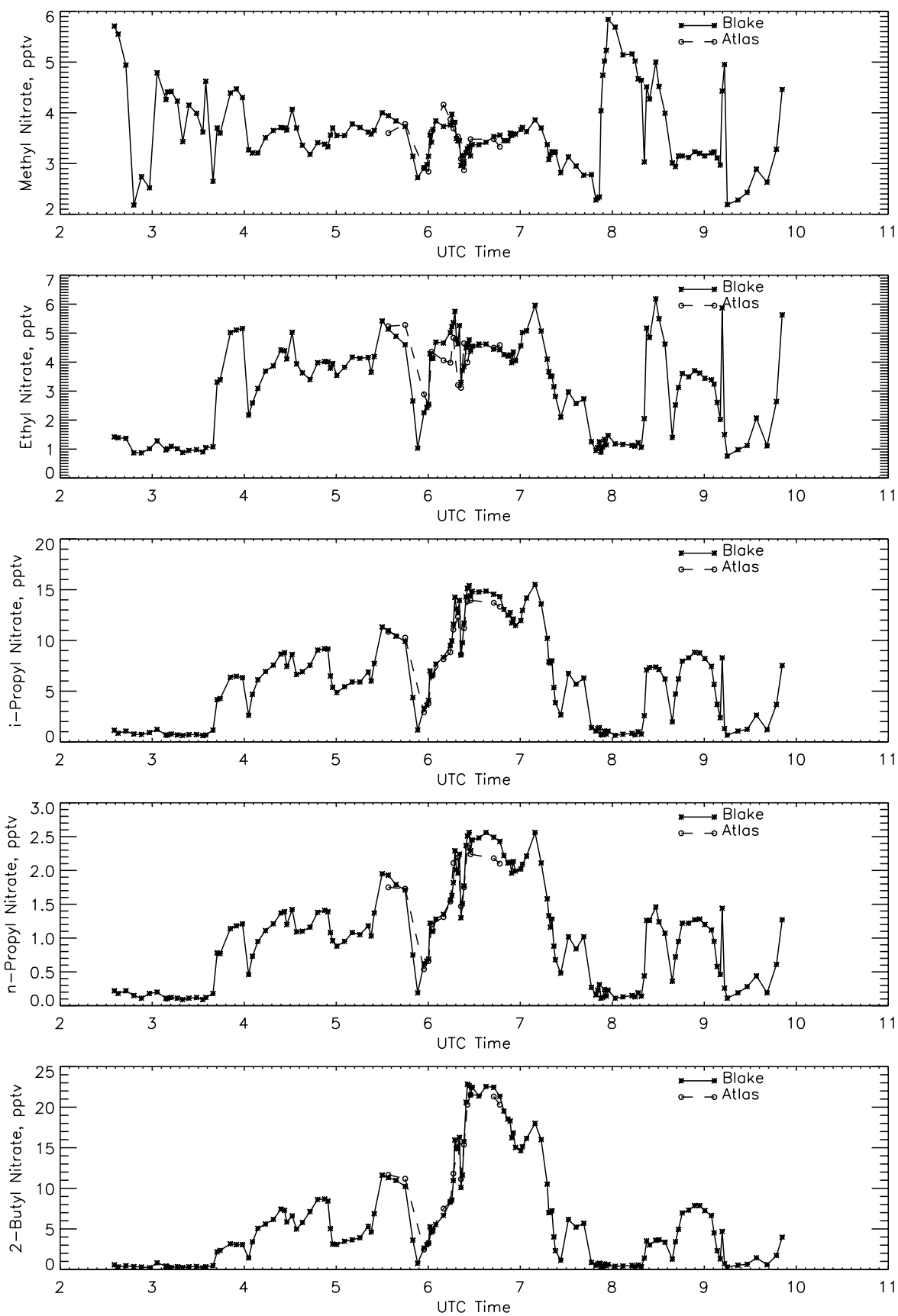
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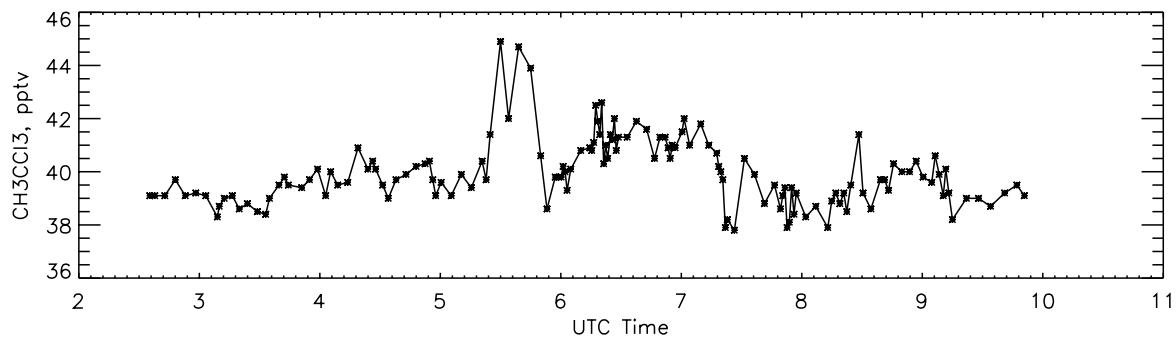
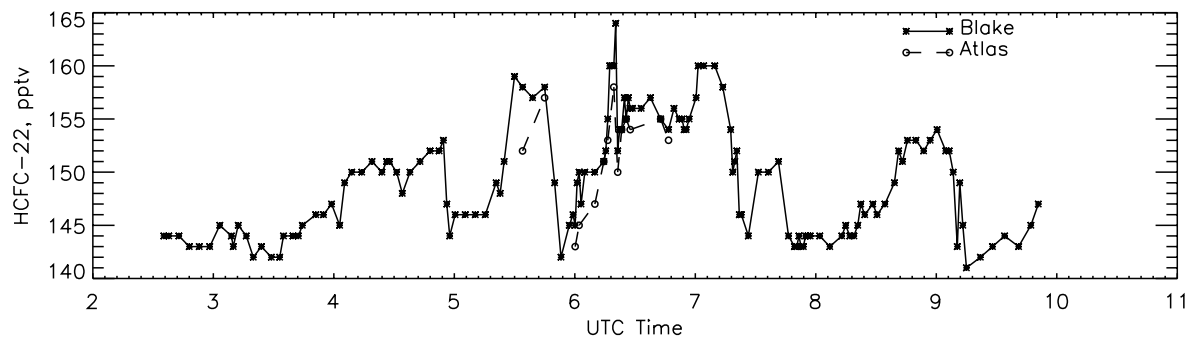
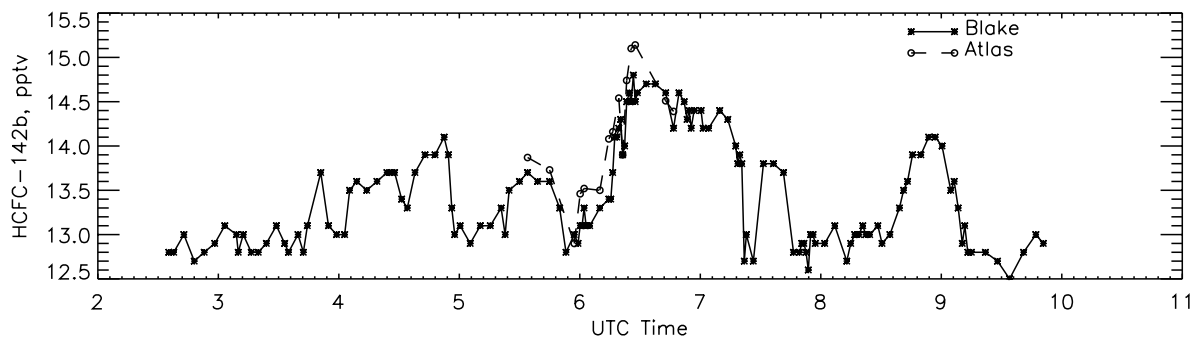
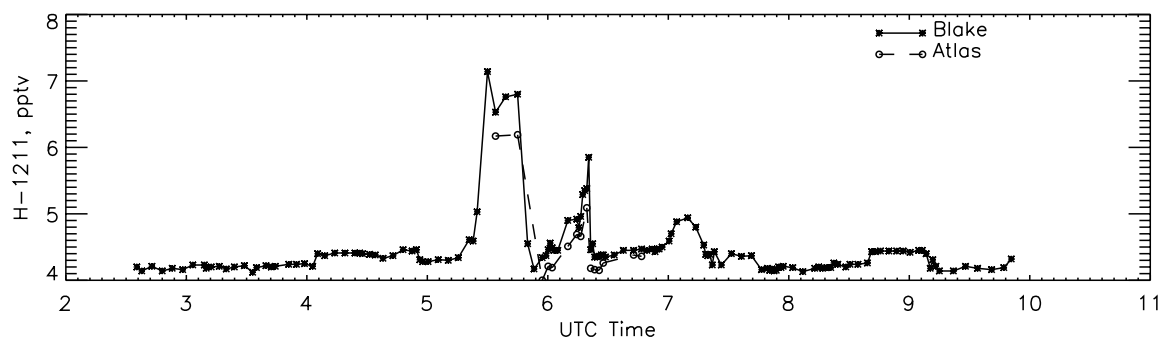
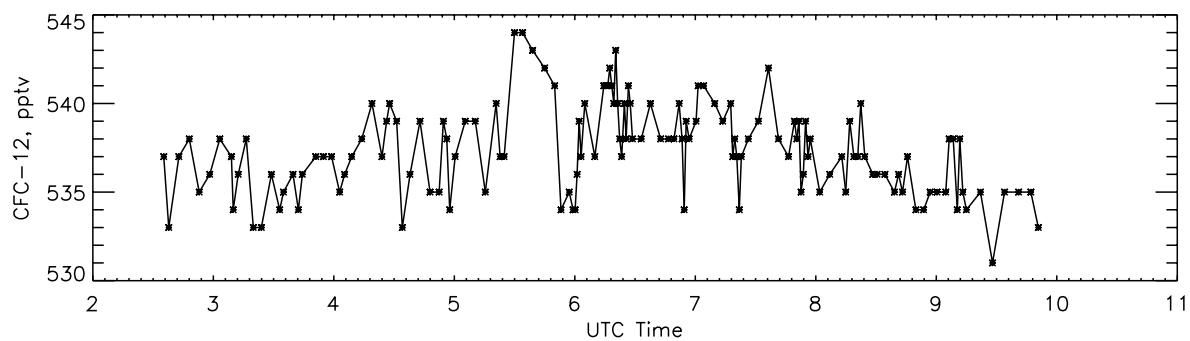
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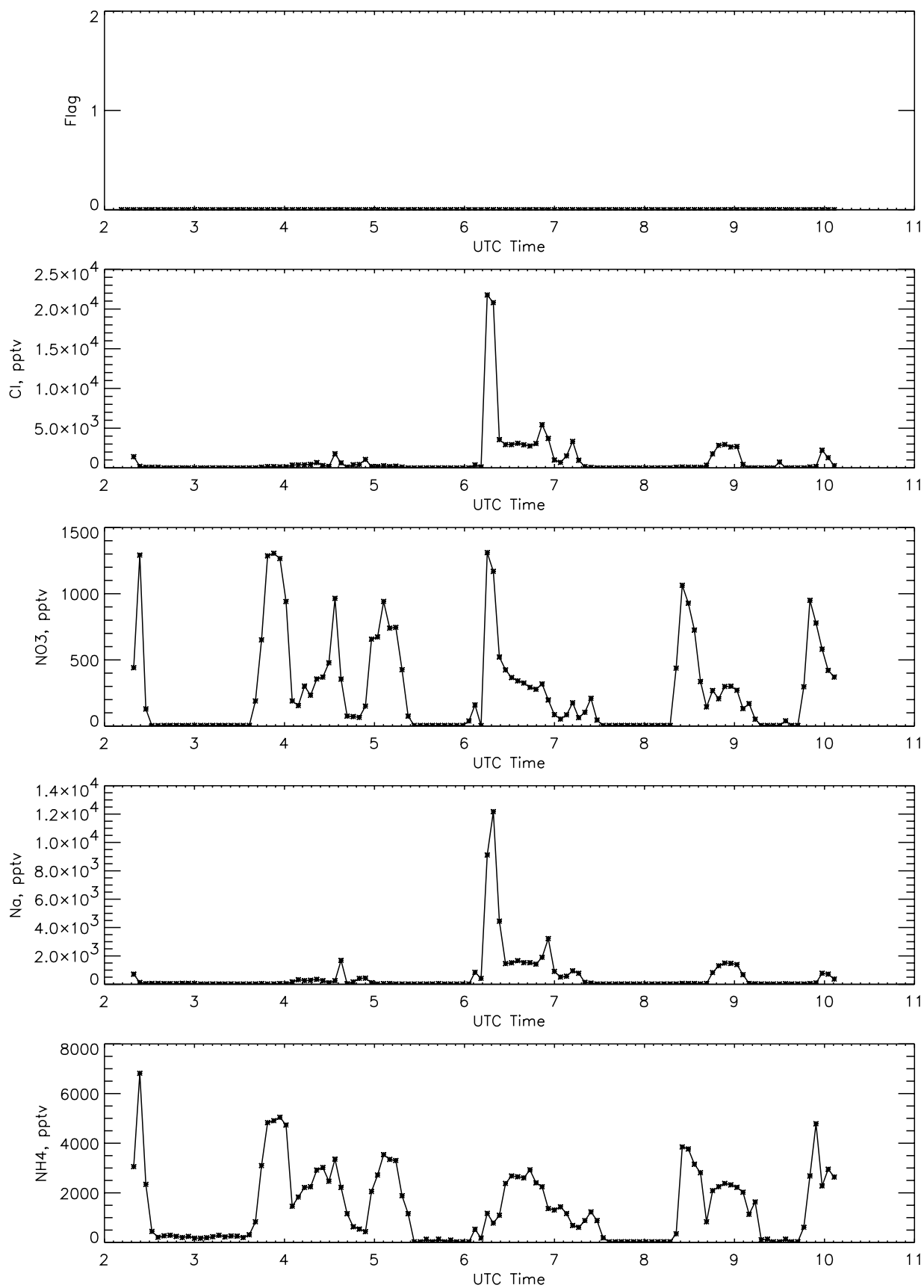
# FINAL DATA: TRACE-P P3-B Flight 09



# FINAL DATA: TRACE-P P3-B Flight 09

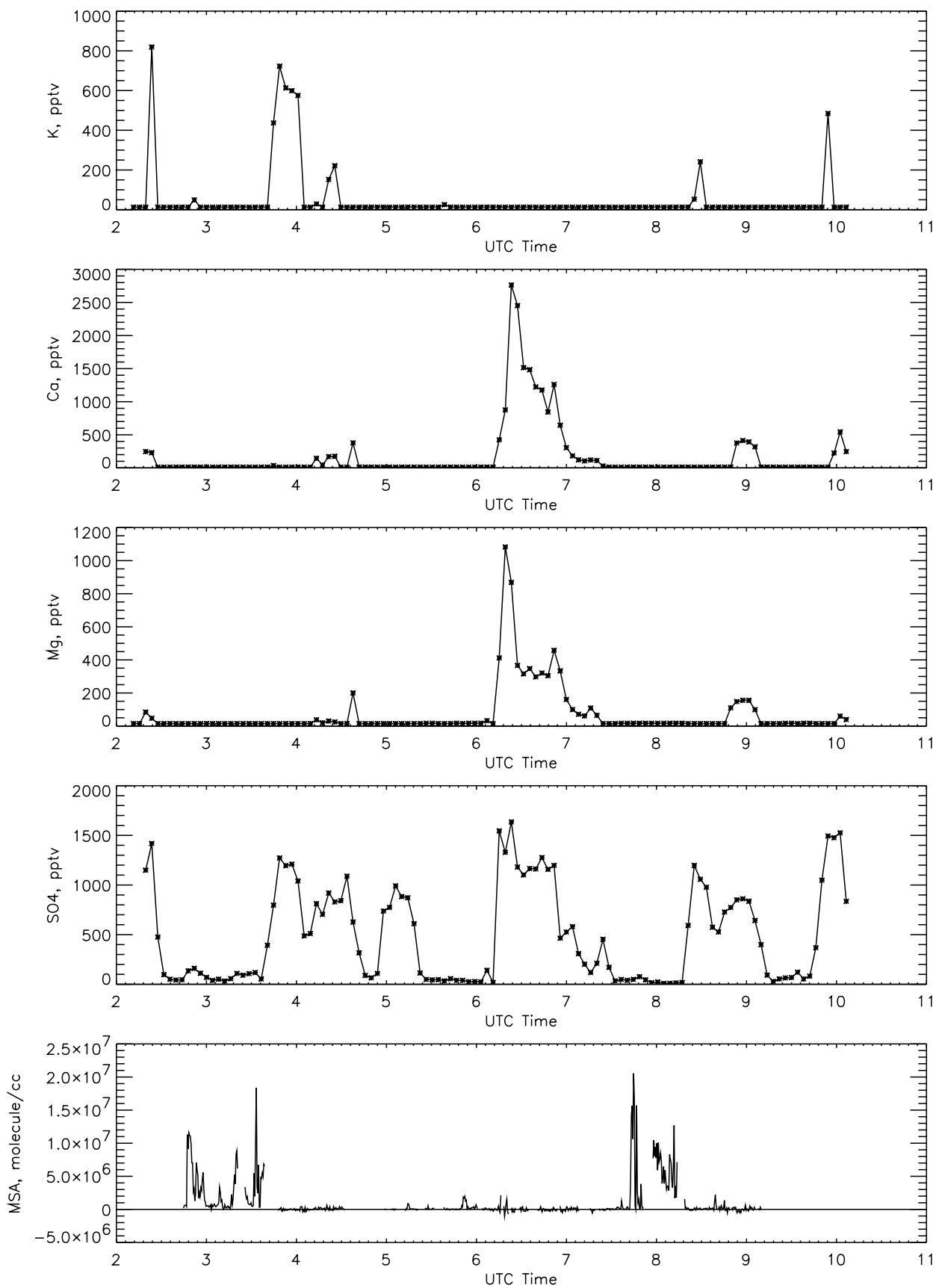


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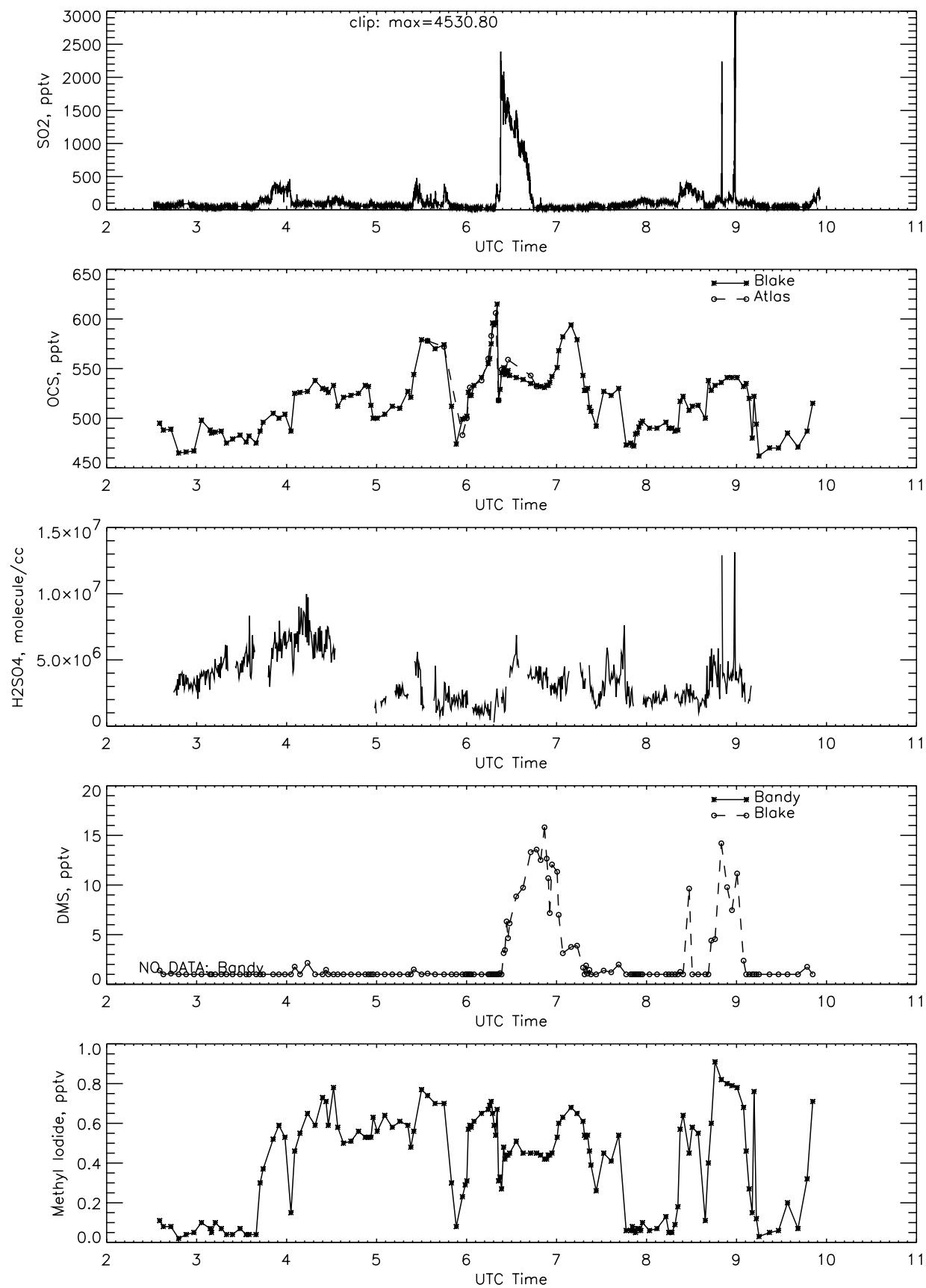




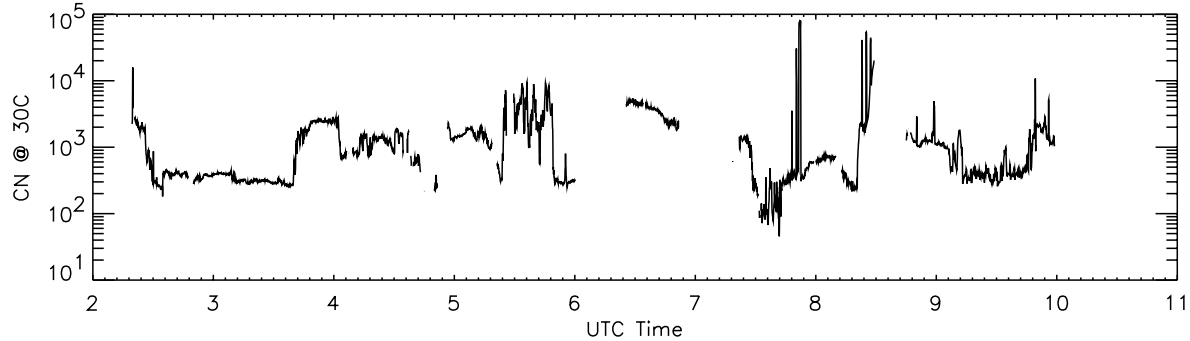
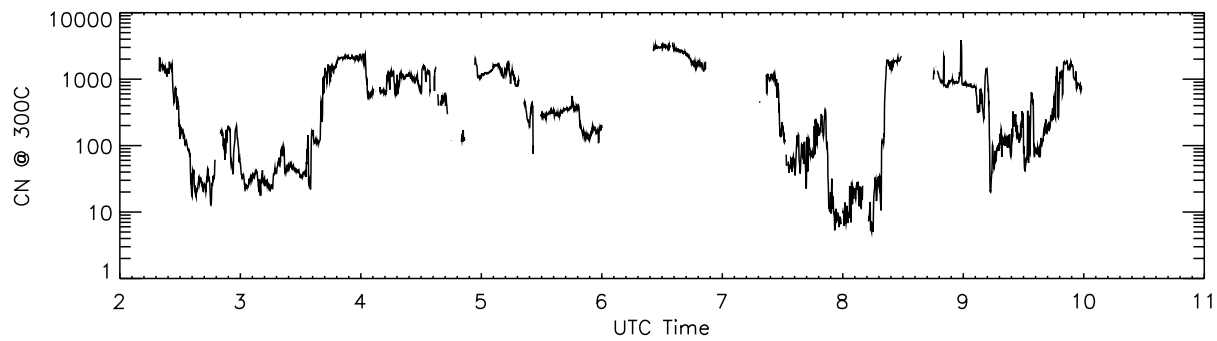
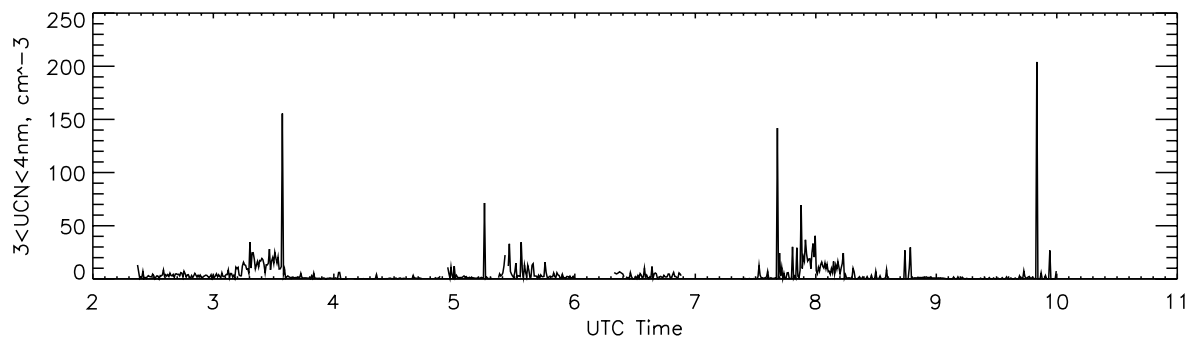
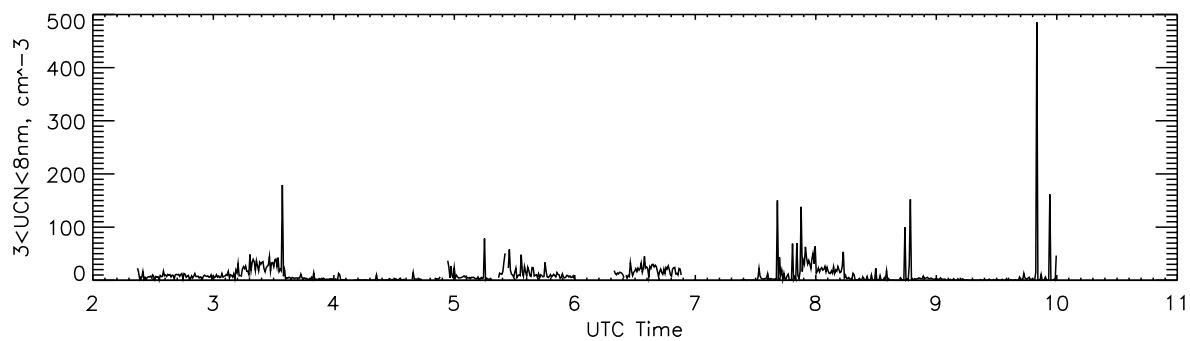
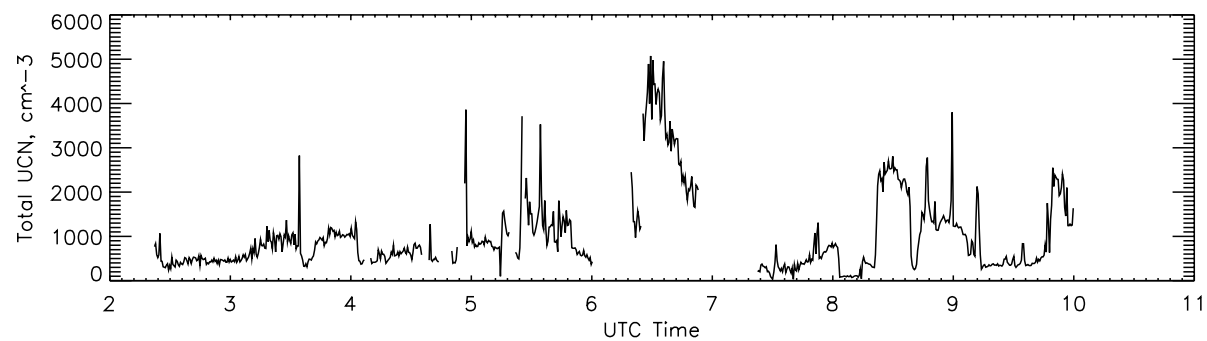
# FINAL DATA: TRACE-P P3-B Flight 09



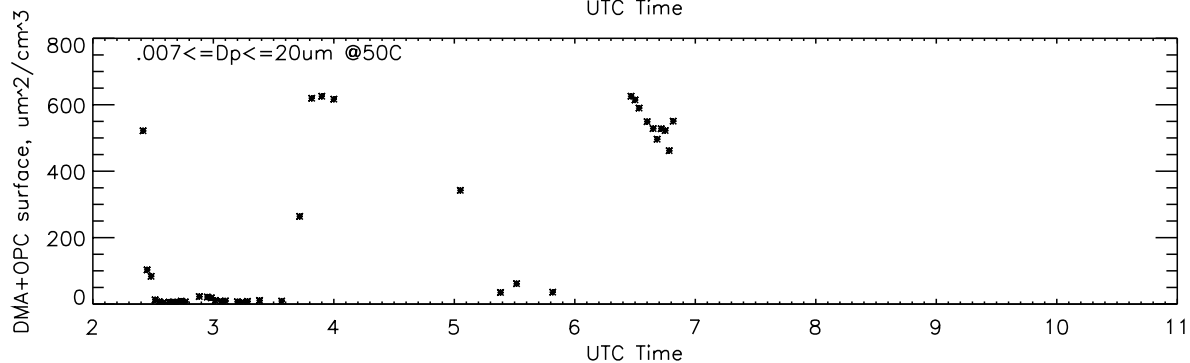
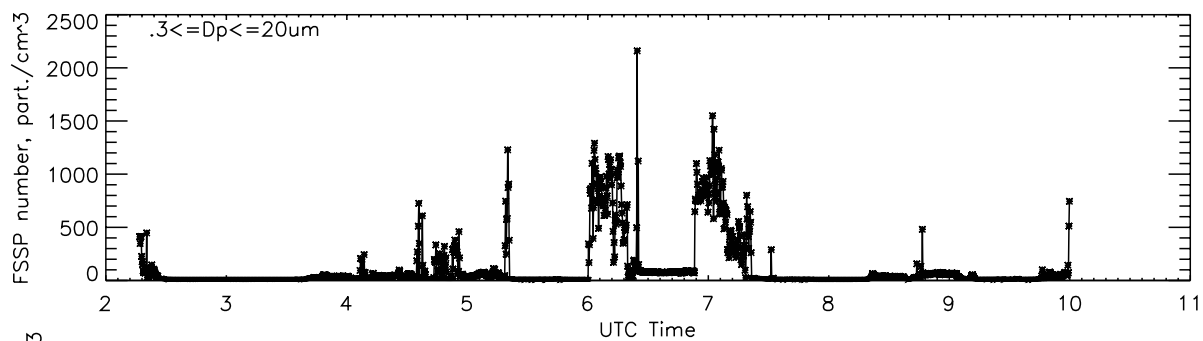
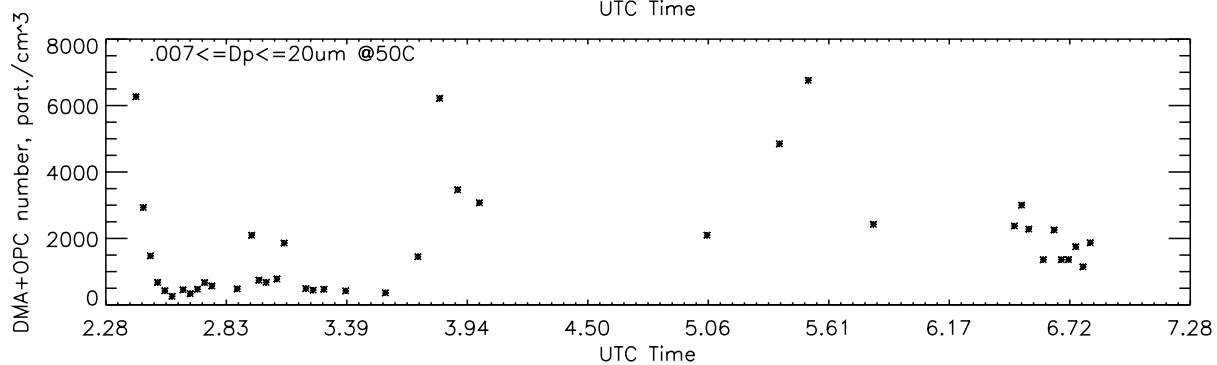
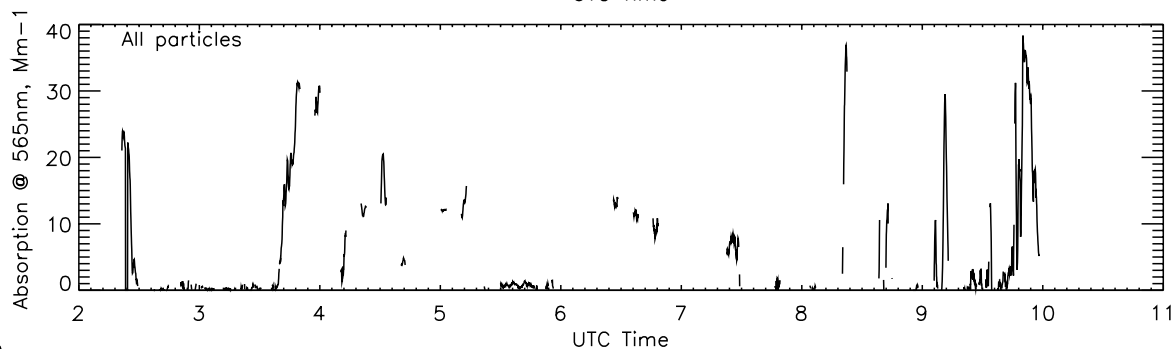
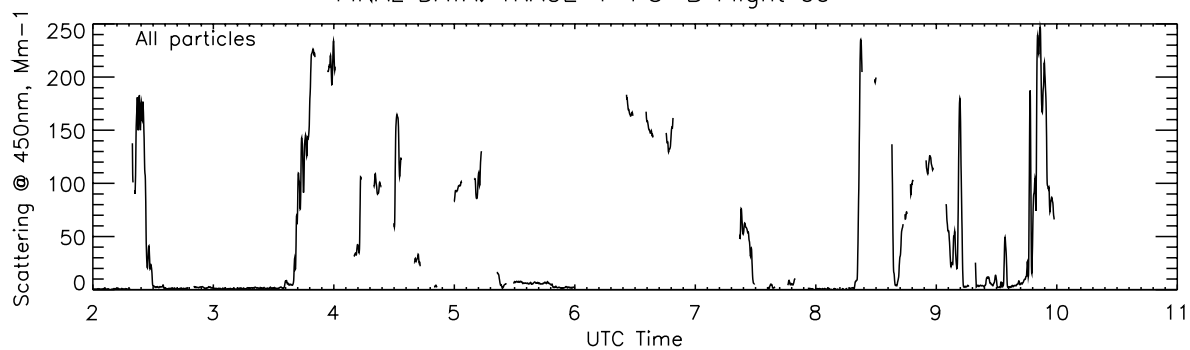
# FINAL DATA: TRACE-P P3-B Flight 09



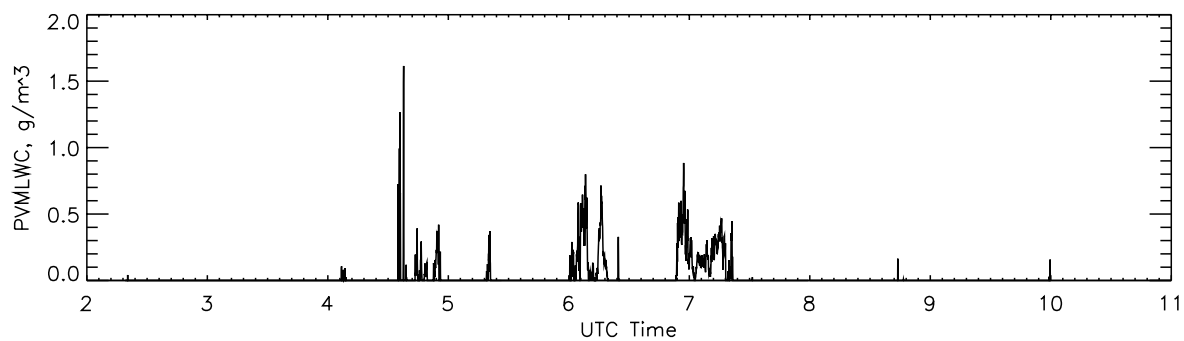
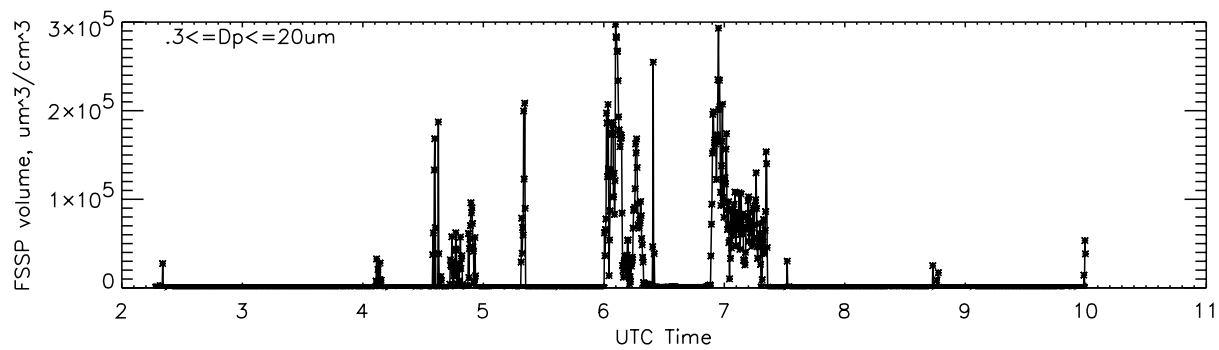
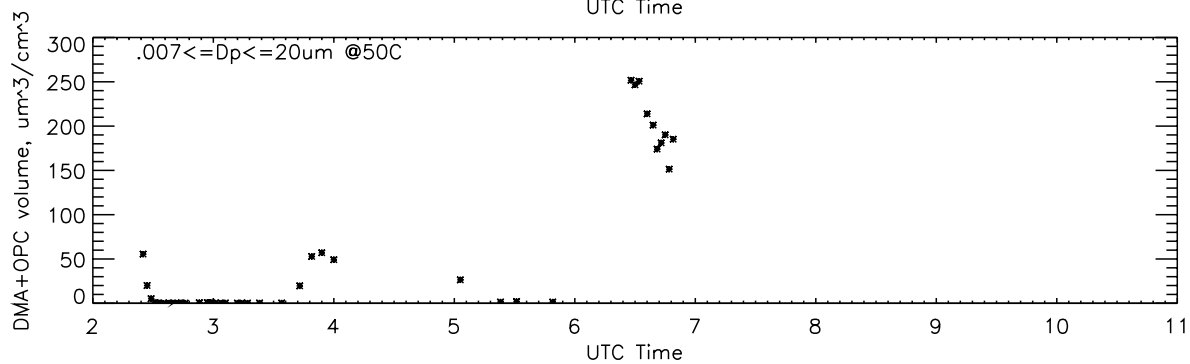
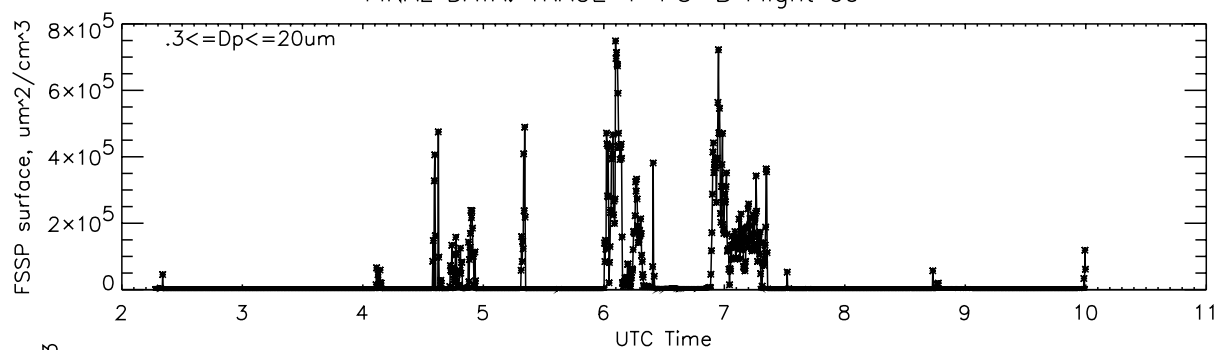
# FINAL DATA: TRACE-P P3-B Flight 09



# FINAL DATA: TRACE-P P3-B Flight 09

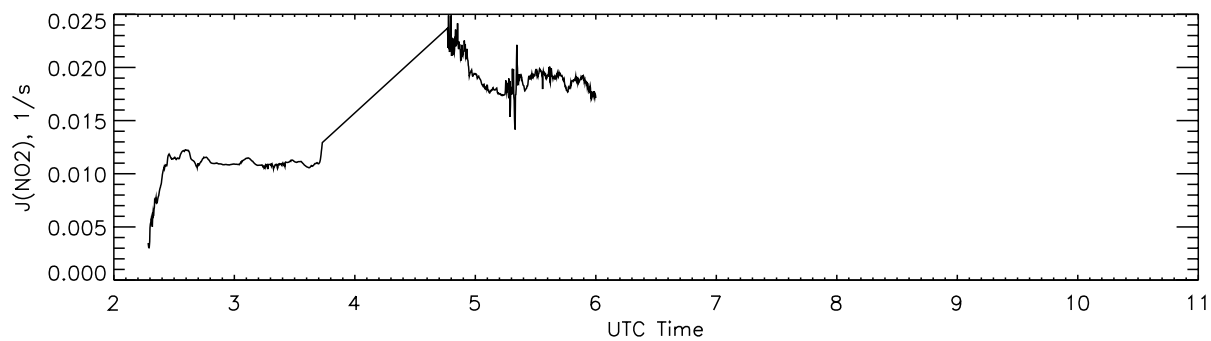
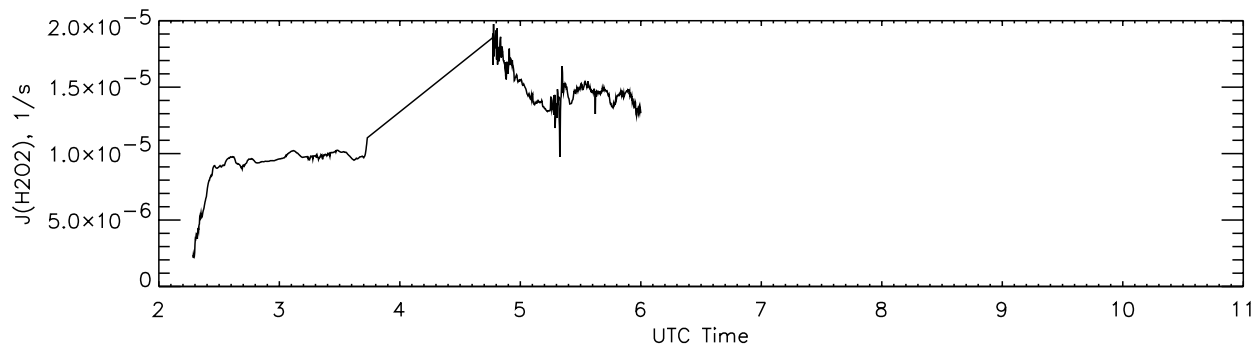
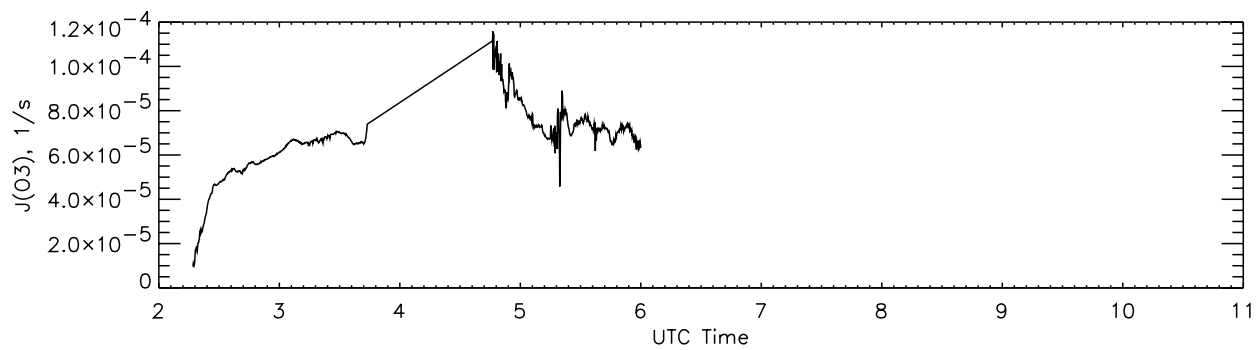
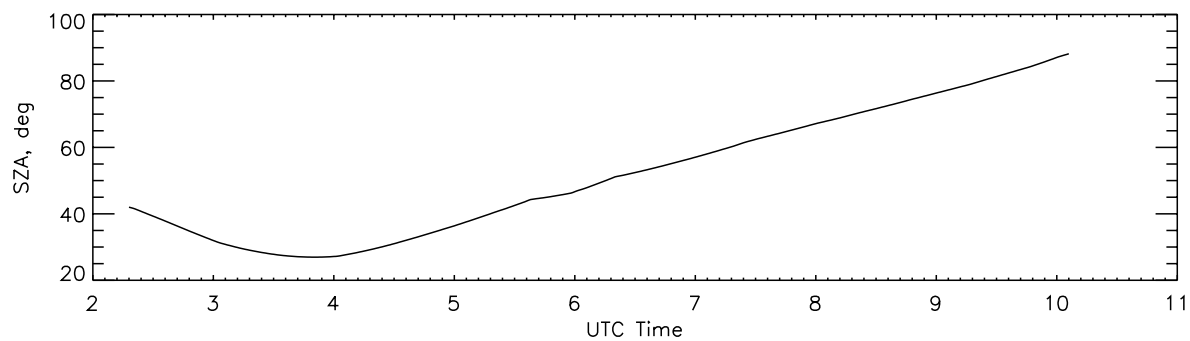
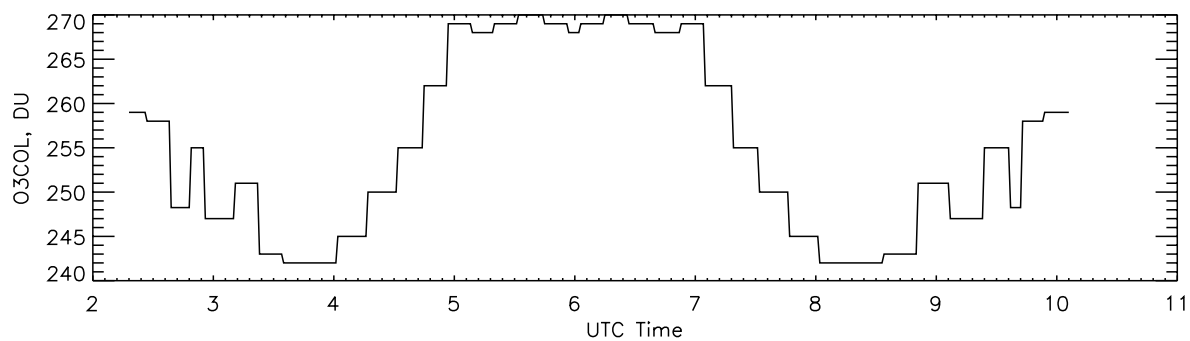


# FINAL DATA: TRACE-P P3-B Flight 09

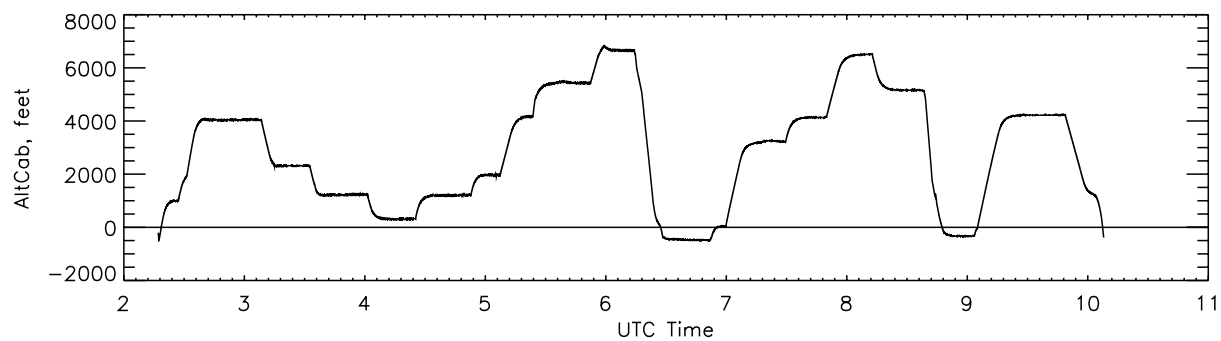
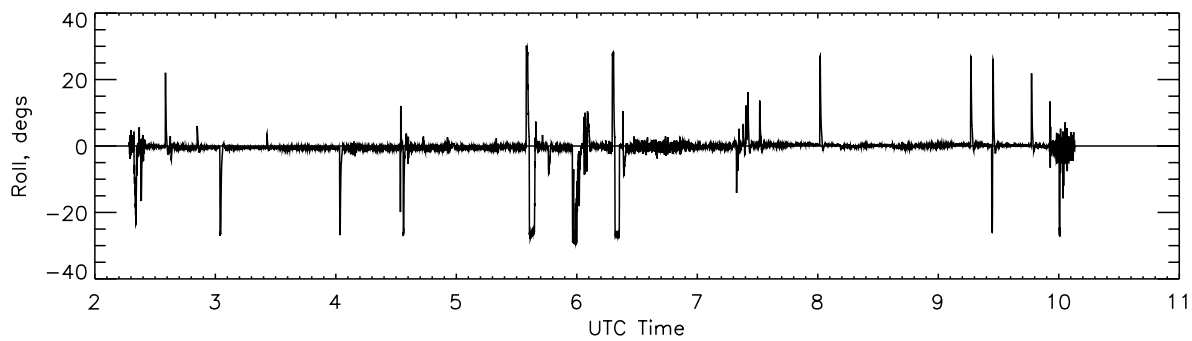
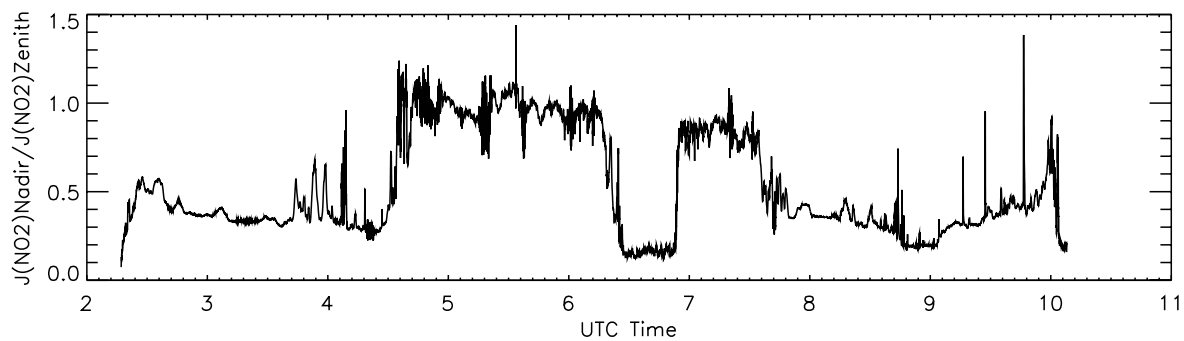
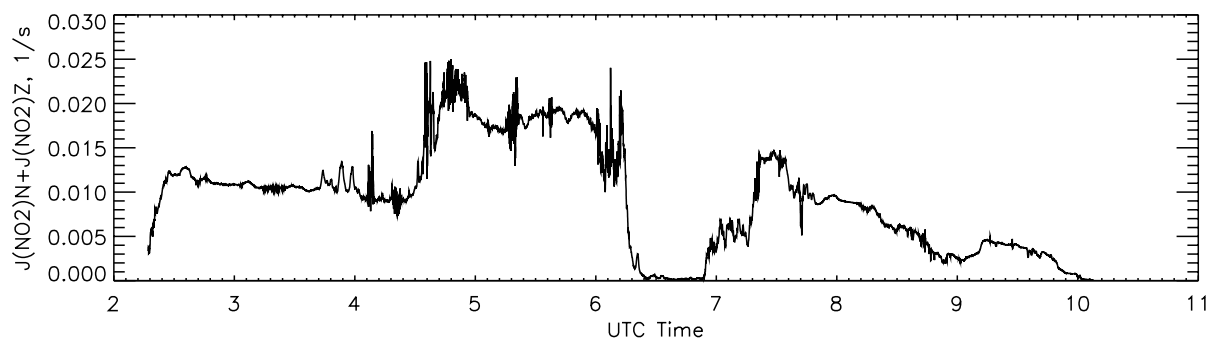


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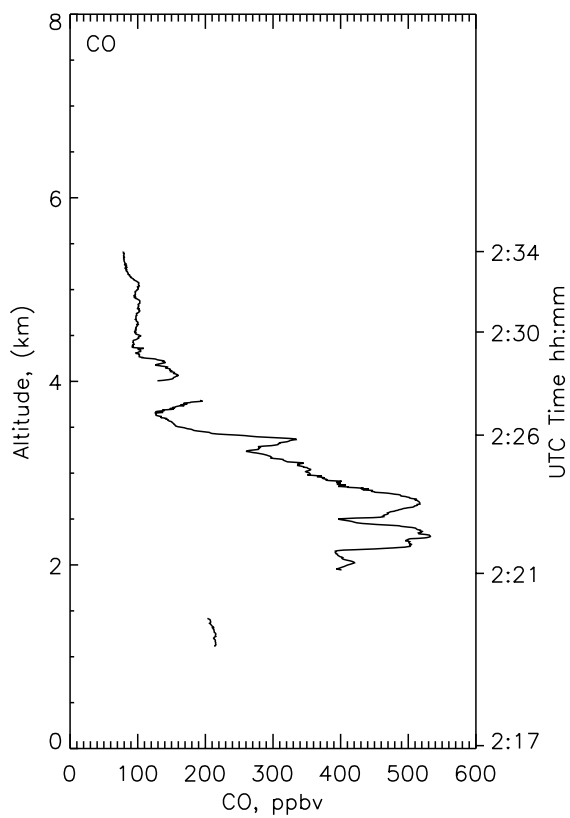
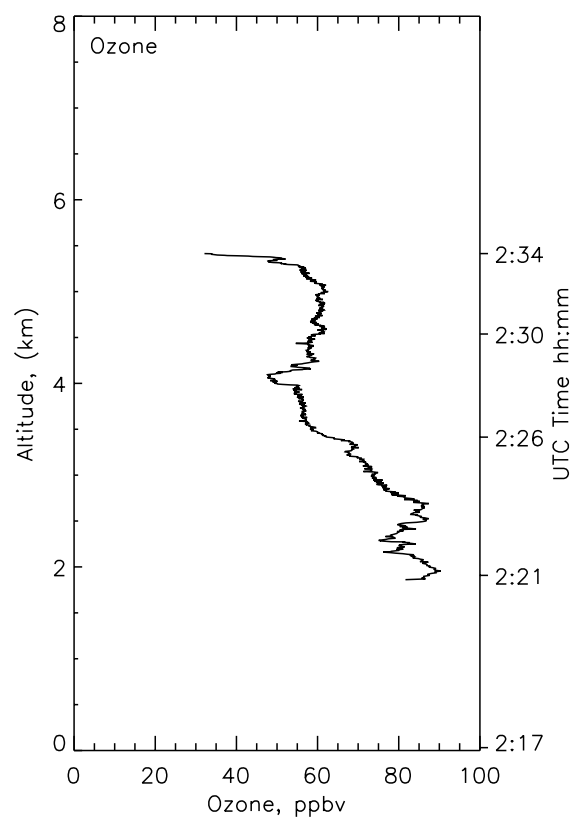
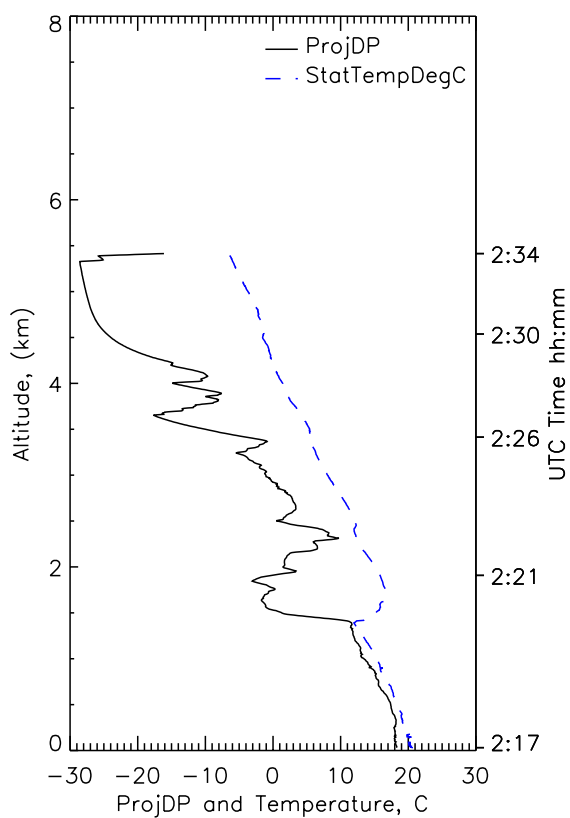
# FINAL DATA: TRACE-P P3-B Flight 09



# FINAL DATA: TRACE-P P3-B Flight 09

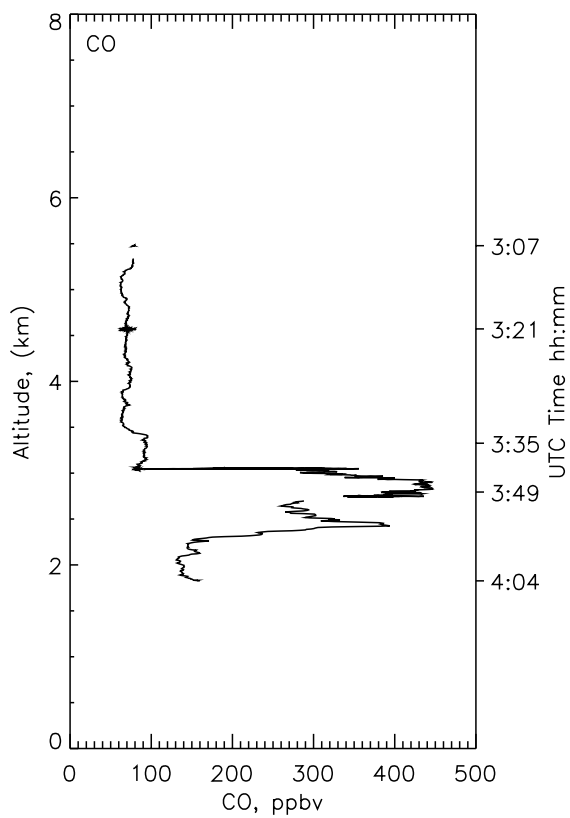
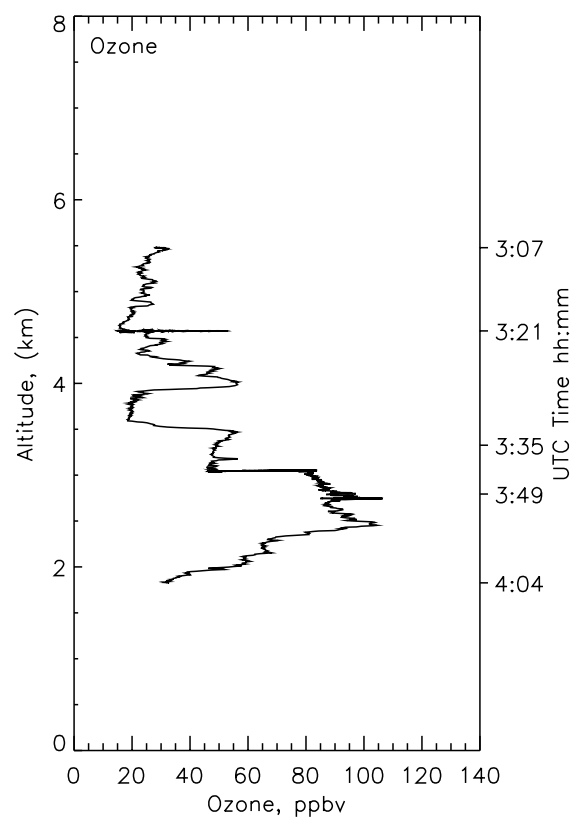
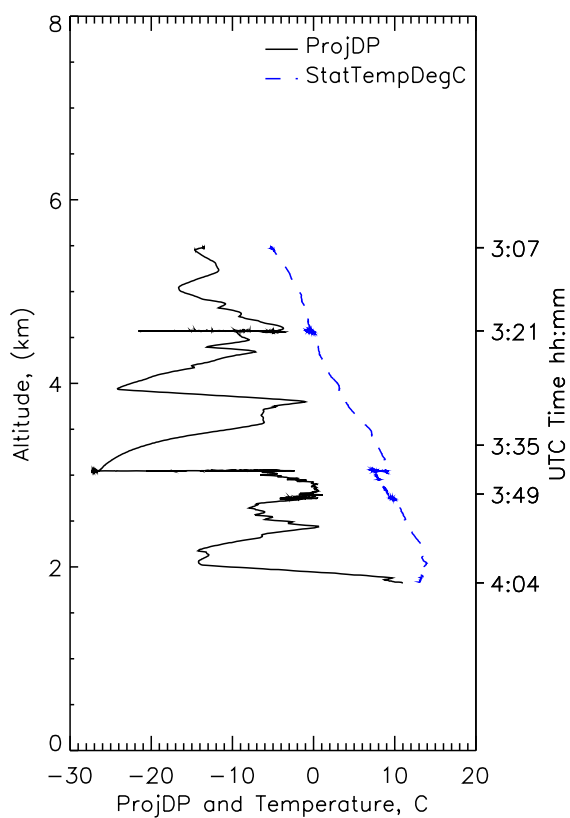


Profile # 1 TRACE-P P3-B Flight 09

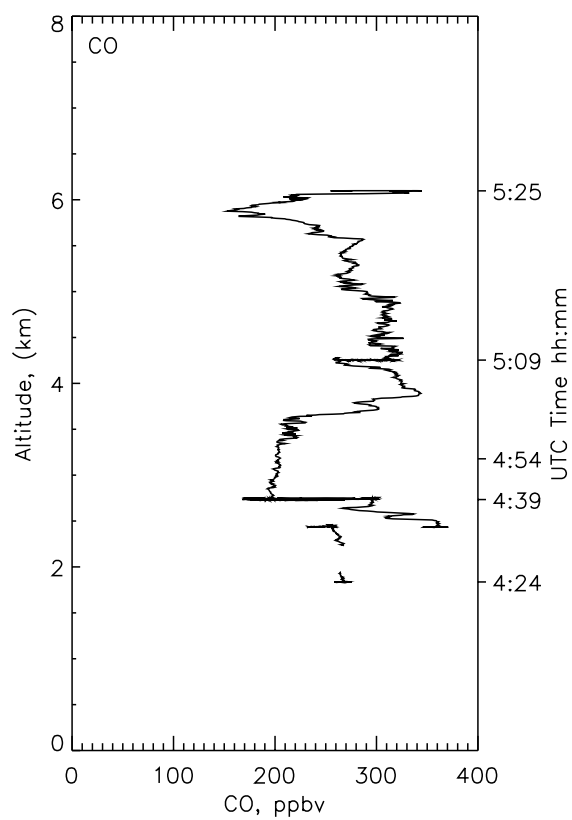
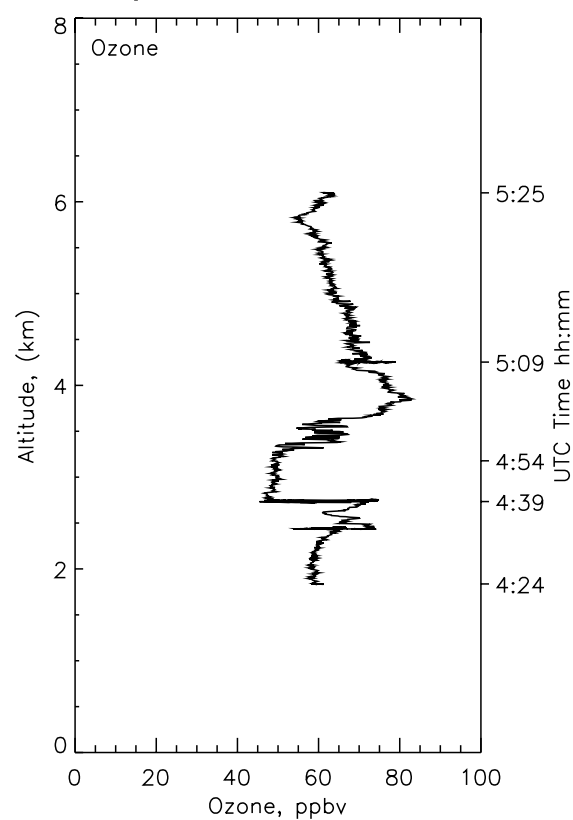
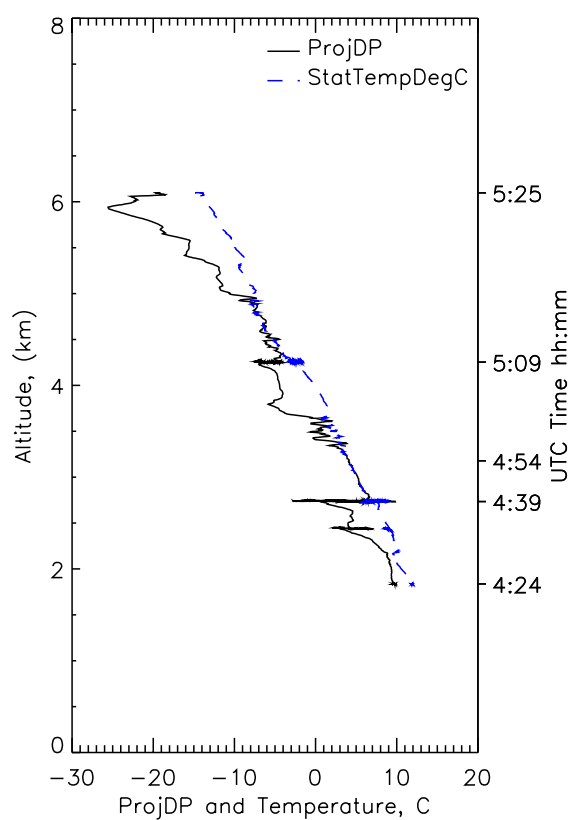




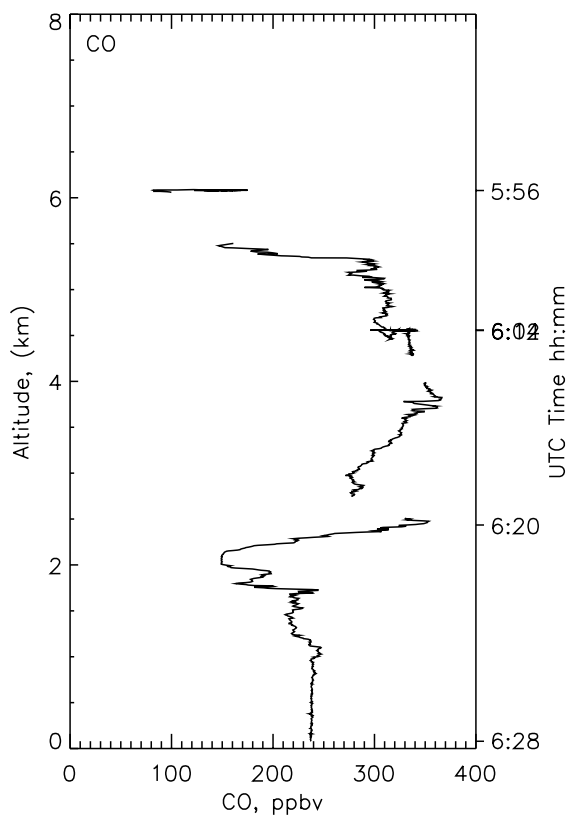
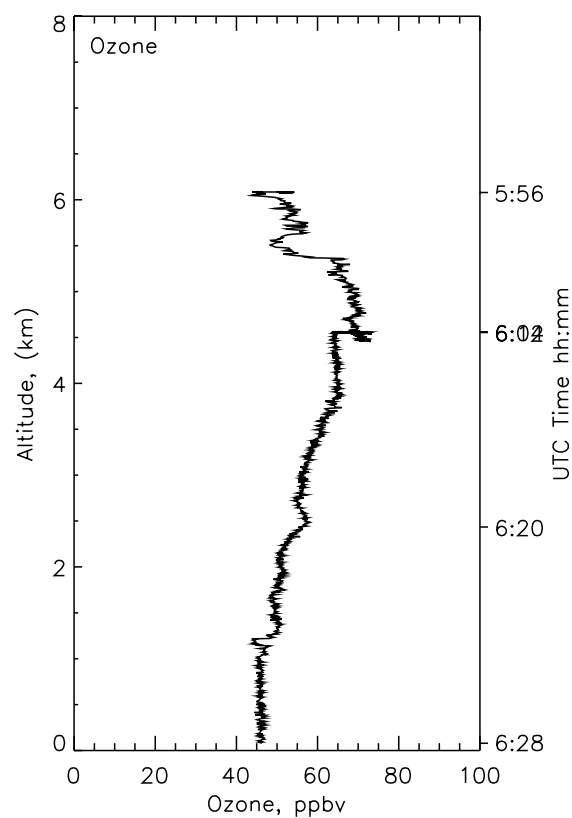
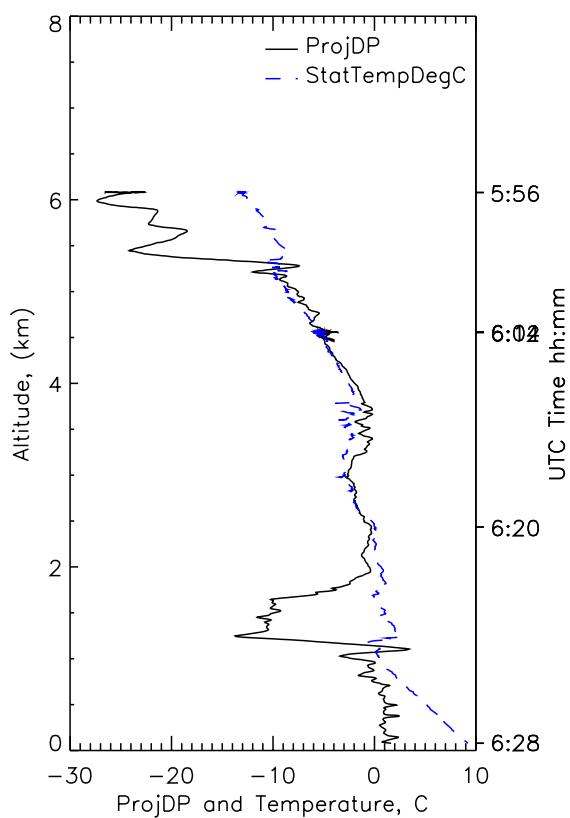
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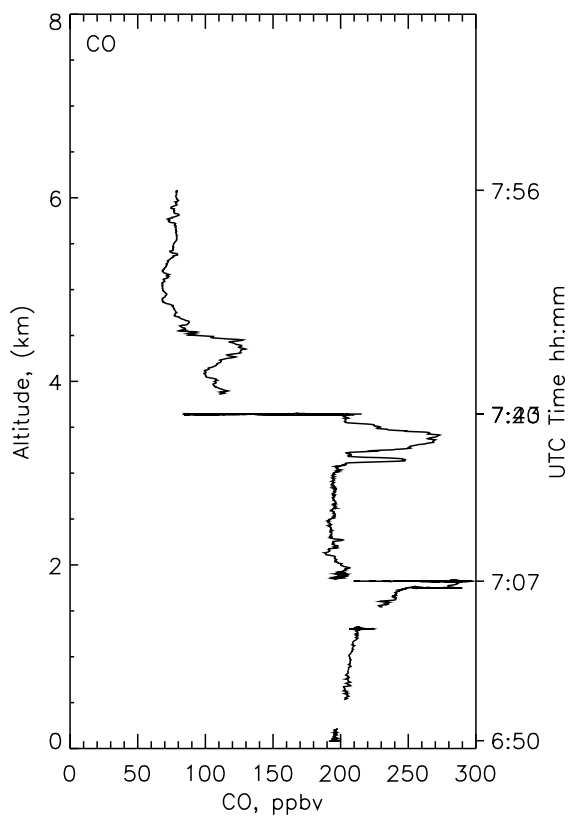
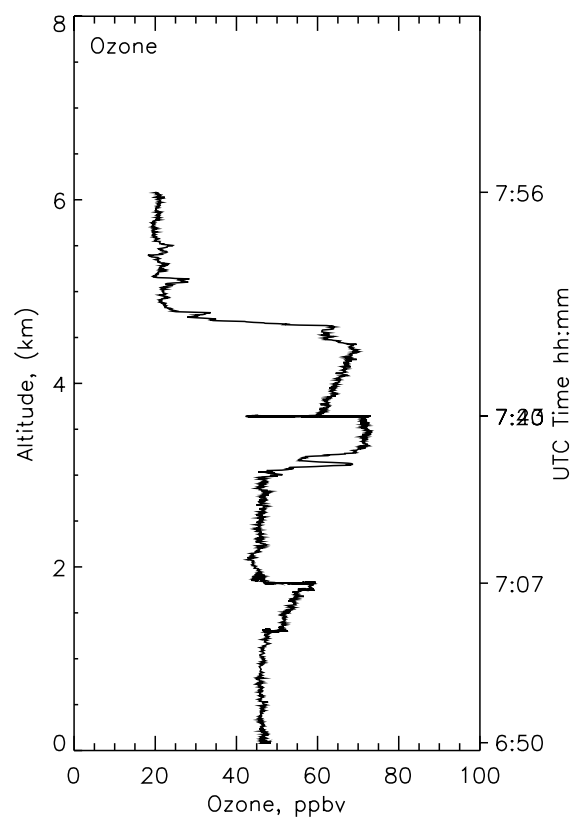
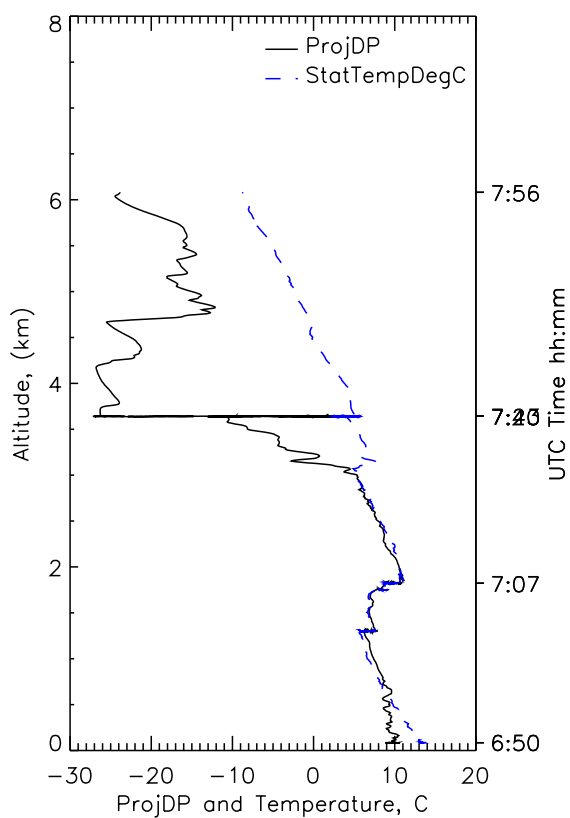
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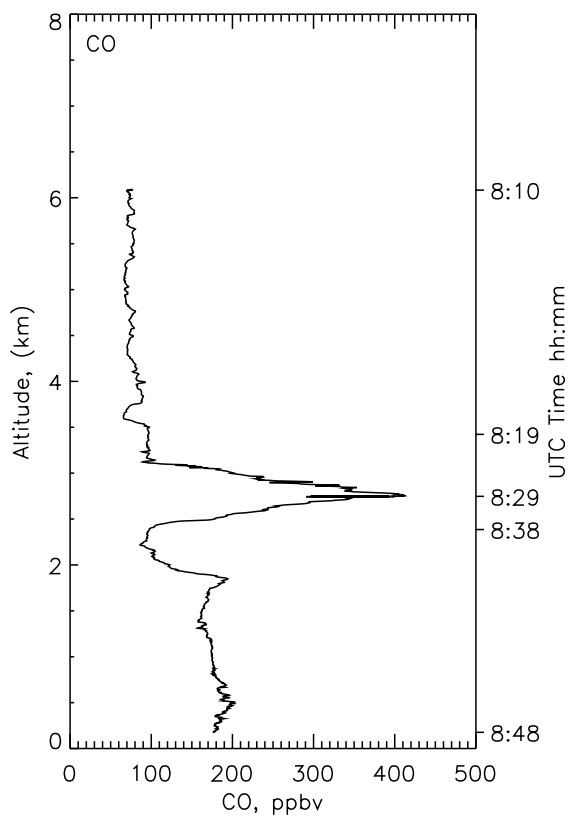
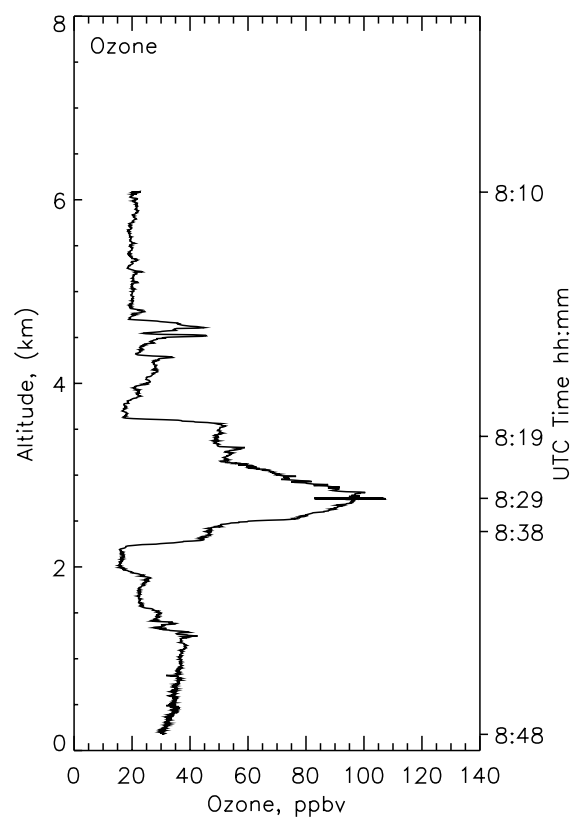
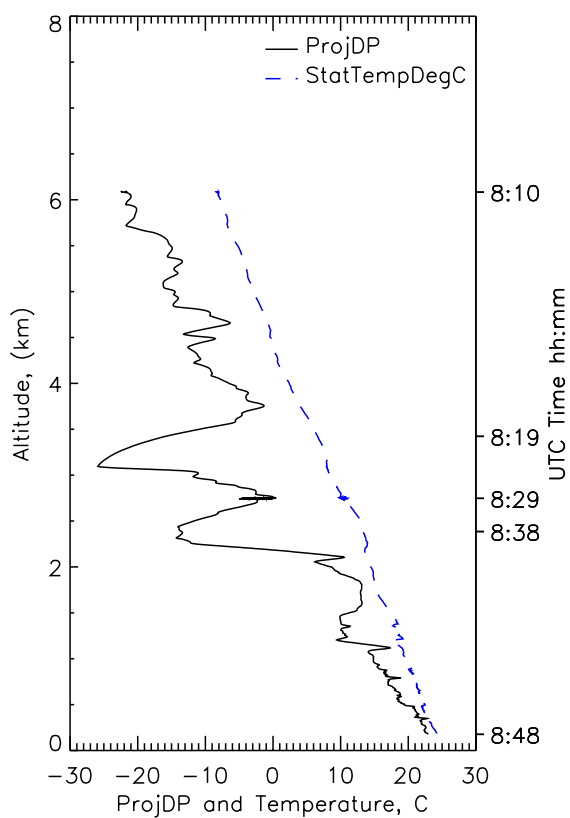
Profile # 4 TRACE-P P3-B Flight 09



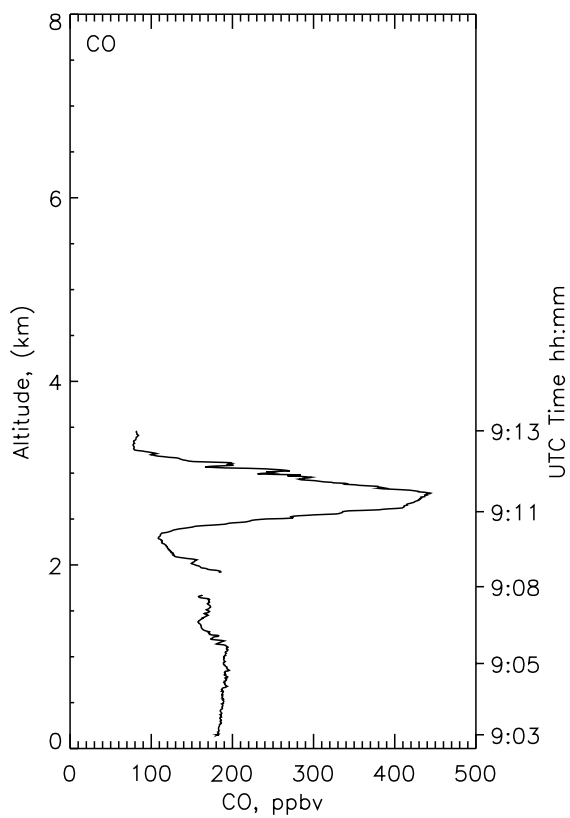
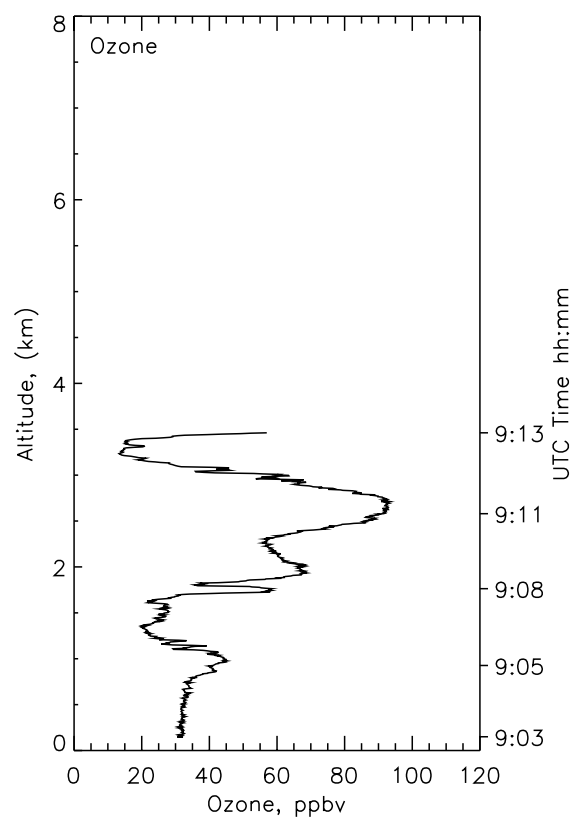
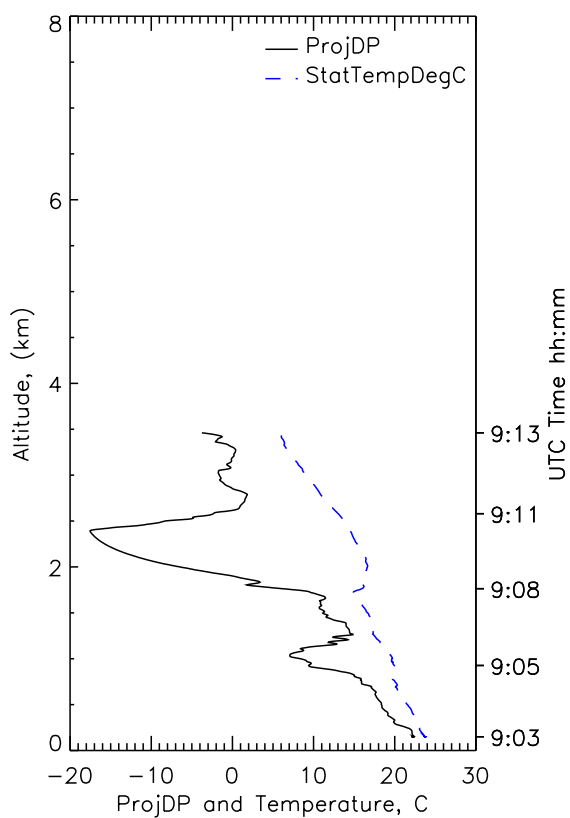
# Profile # 5 TRACE-P P3-B Flight 09



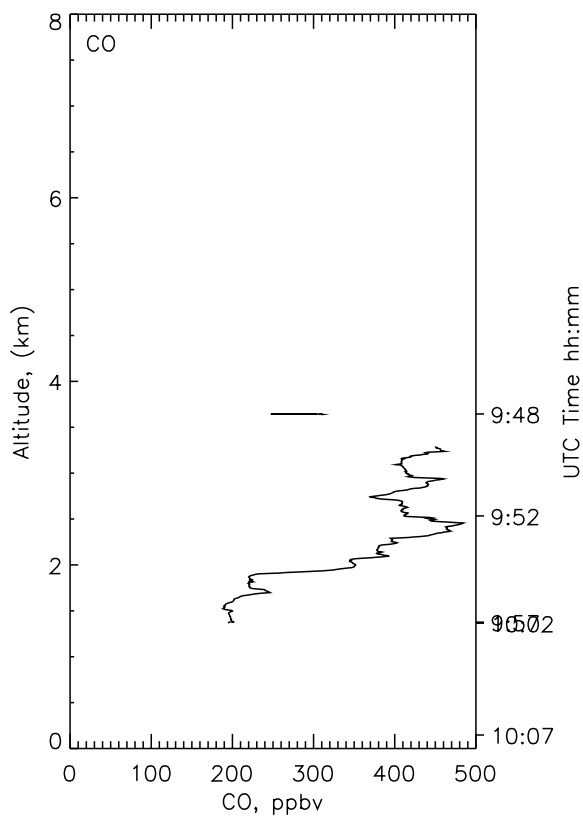
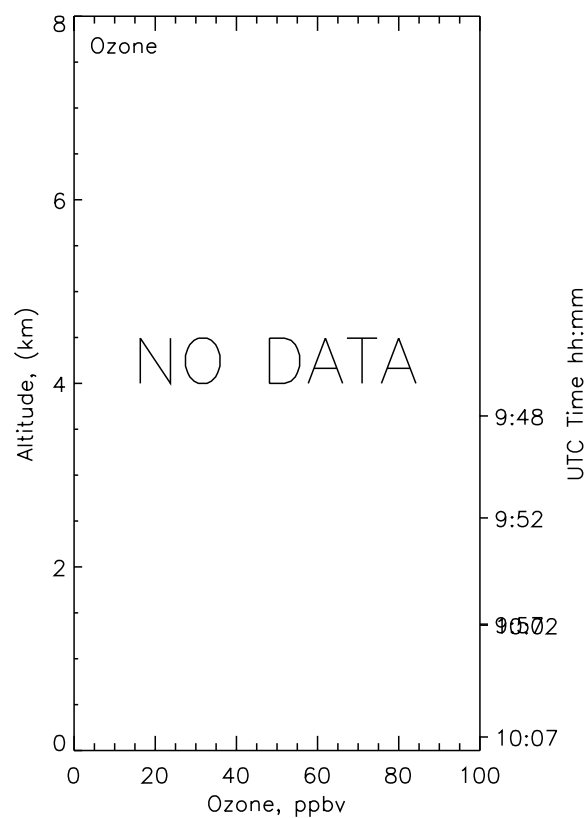
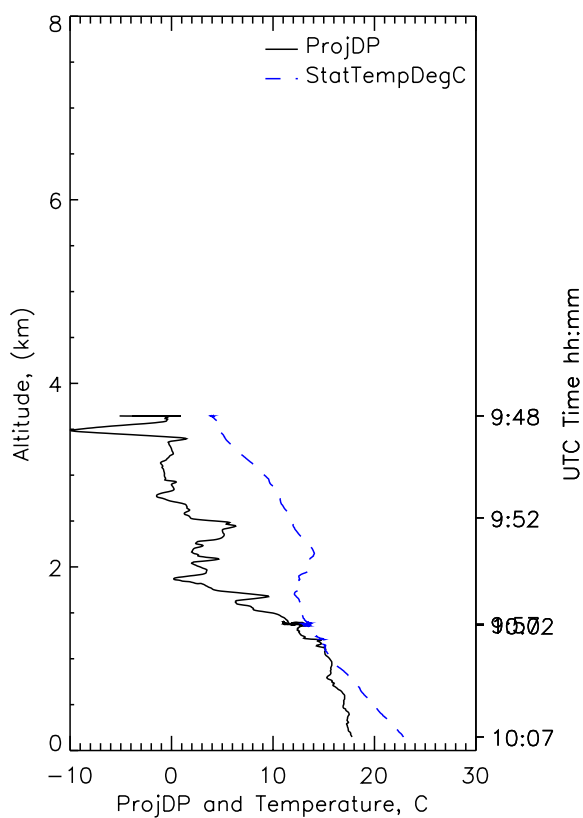
# Profile # 6 TRACE-P P3-B Flight 09



# Profile # 7 TRACE-P P3-B Flight 09



# Profile # 8 TRACE-P P3-B Flight 09



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 10P

Local: Hong Kong No. 2

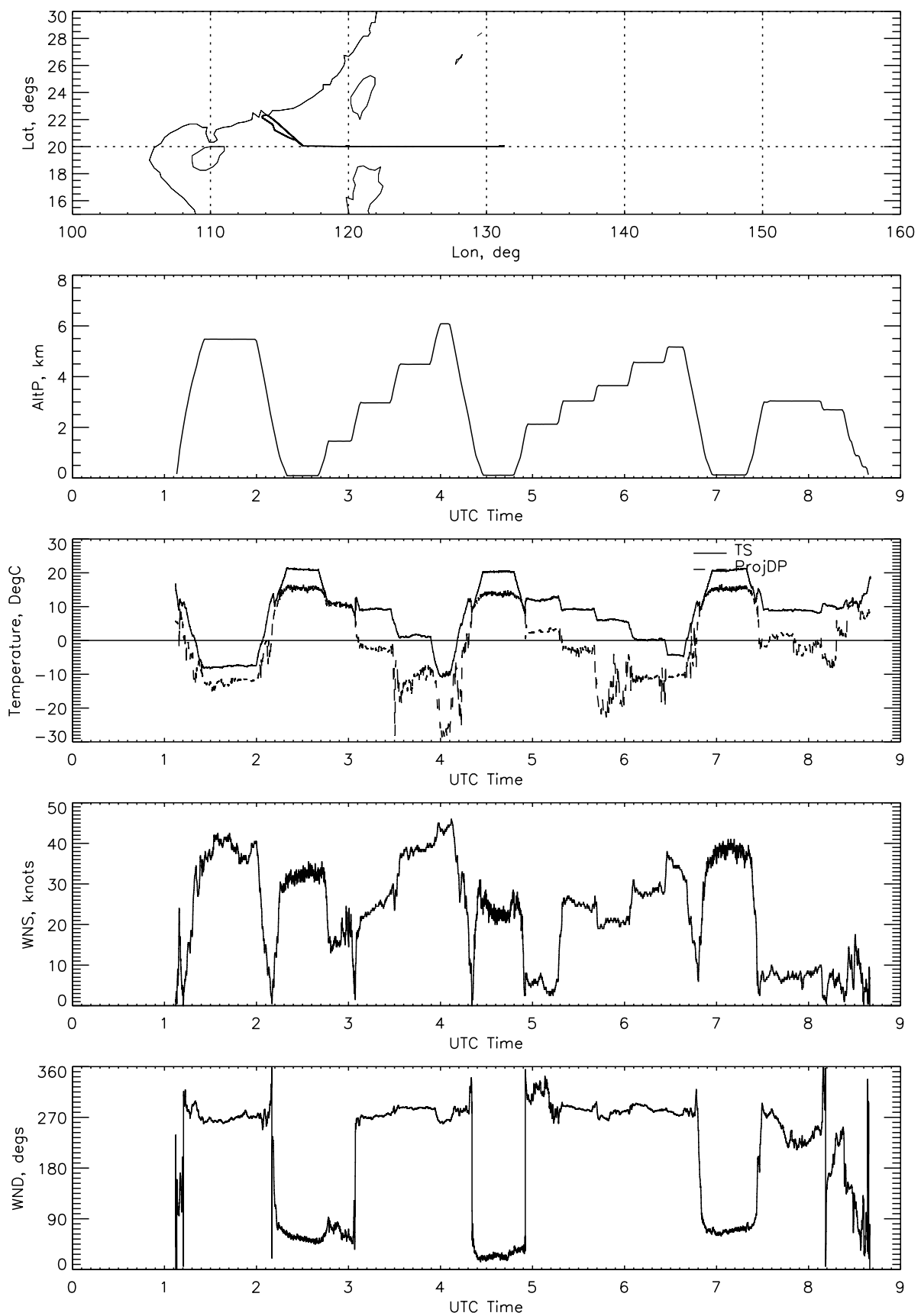
Aged Post-Frontal Outflow

March 9, 2001

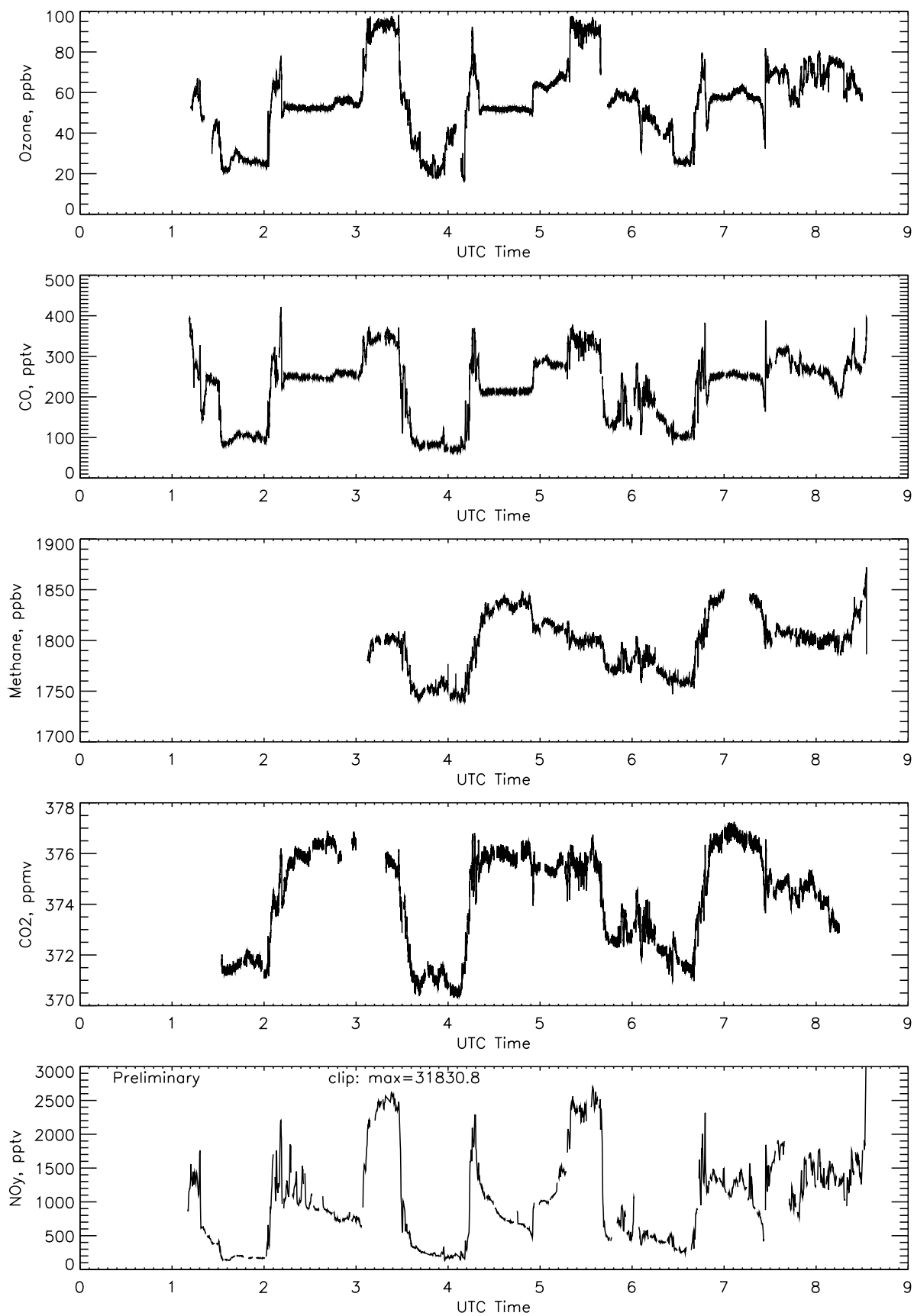




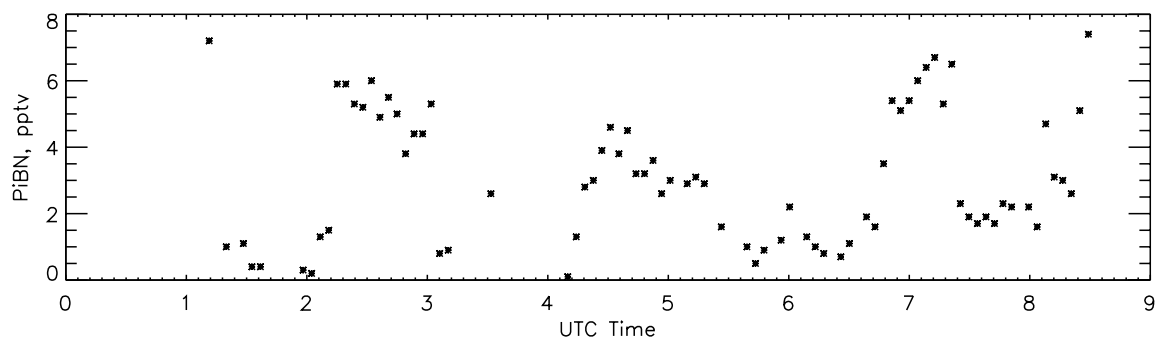
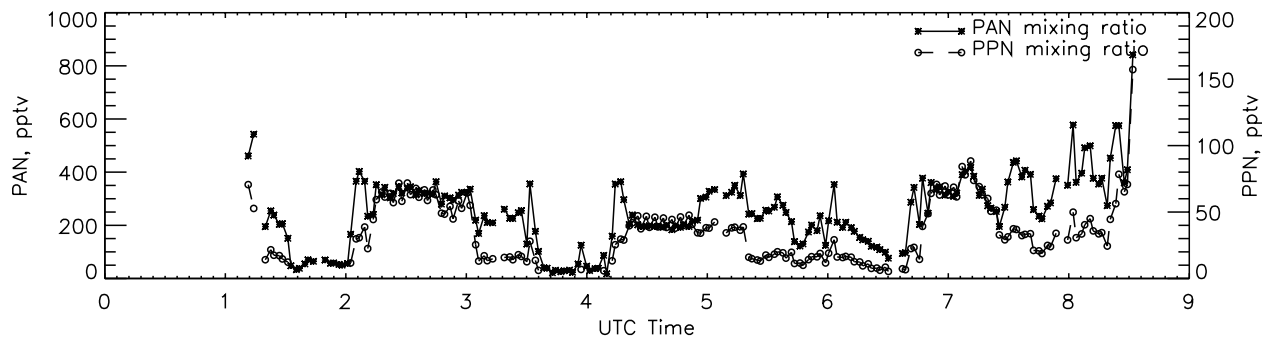
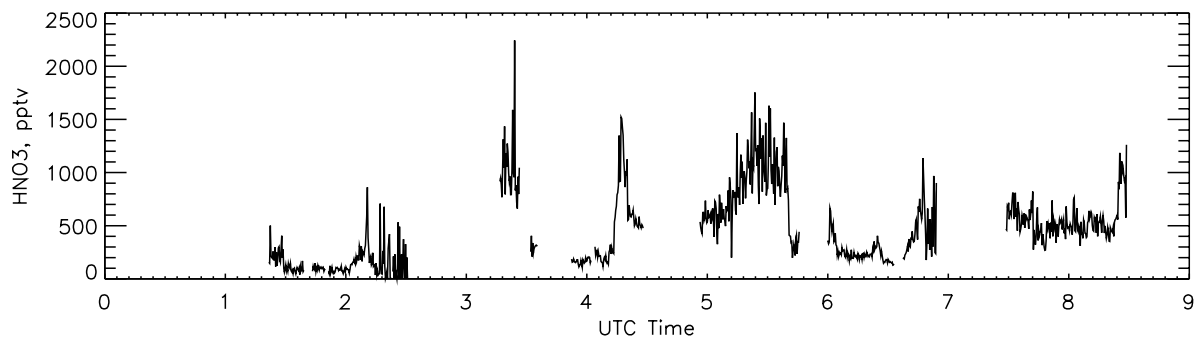
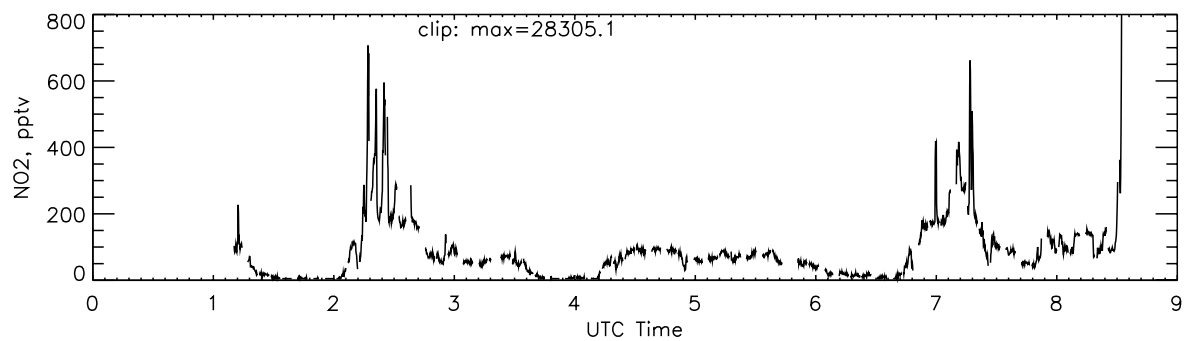
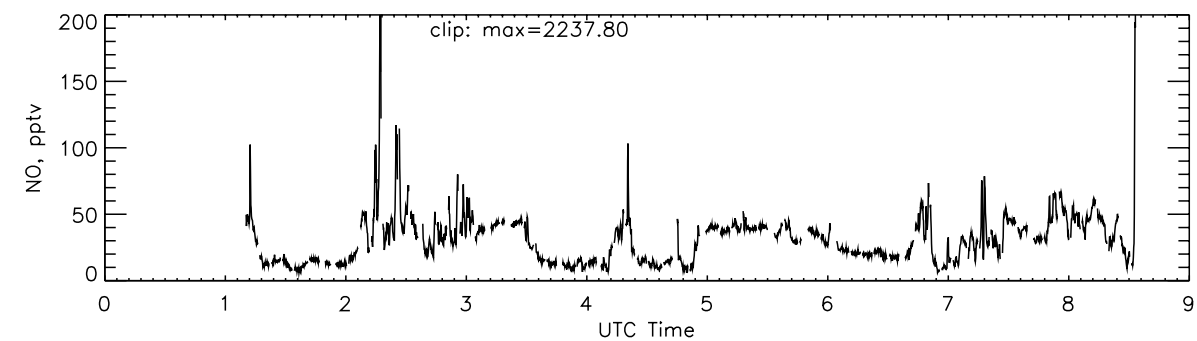
# FINAL DATA: TRACE-P P3-B Flight 10



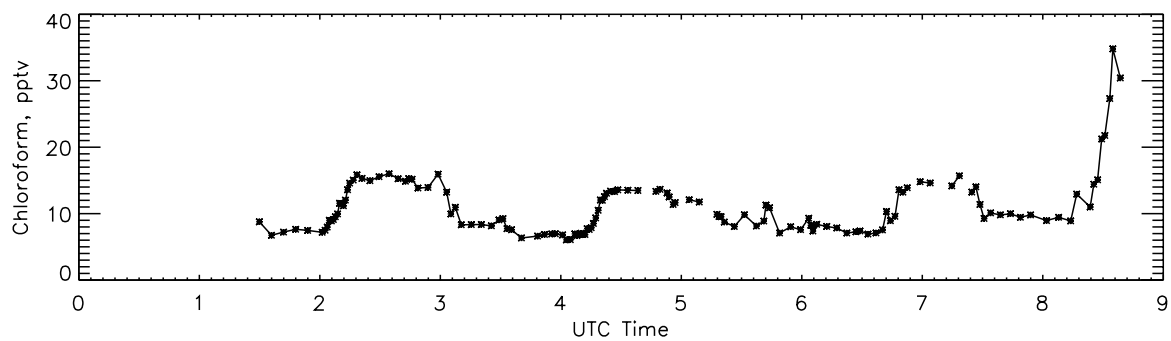
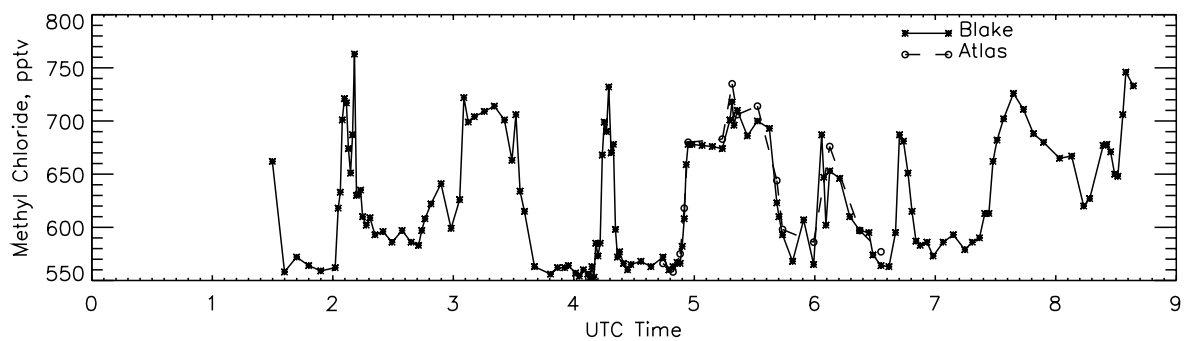
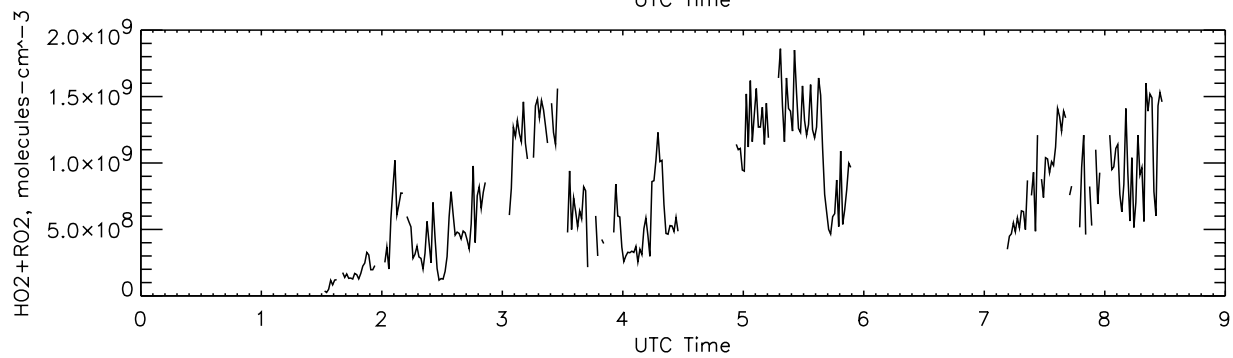
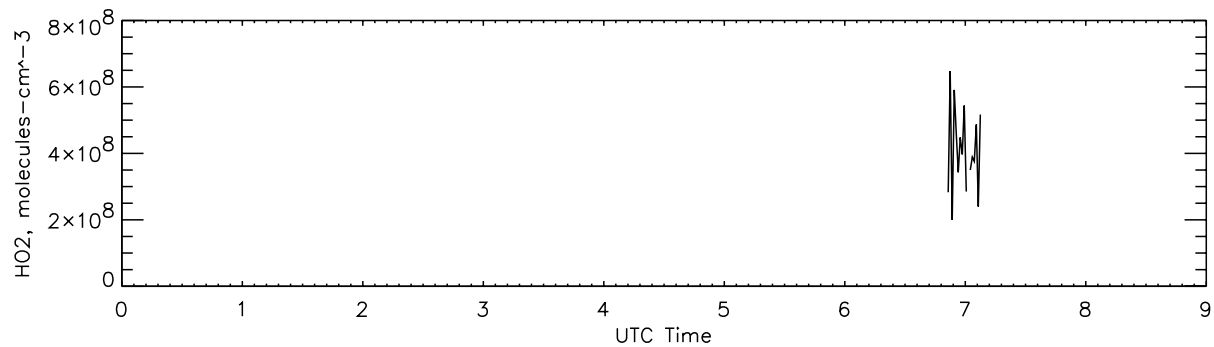
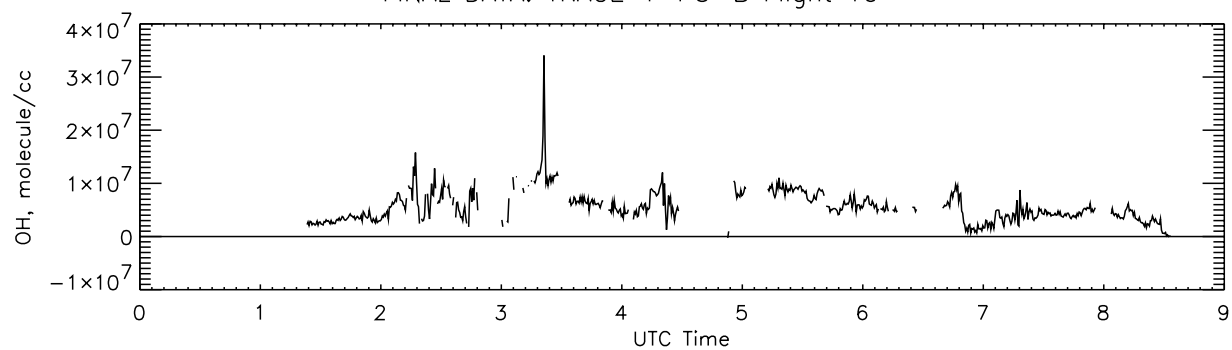
# FINAL DATA: TRACE-P P3-B Flight 10



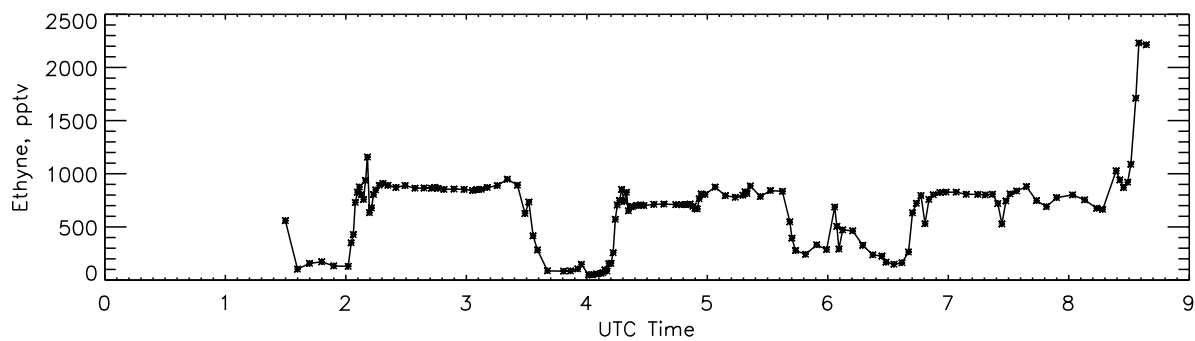
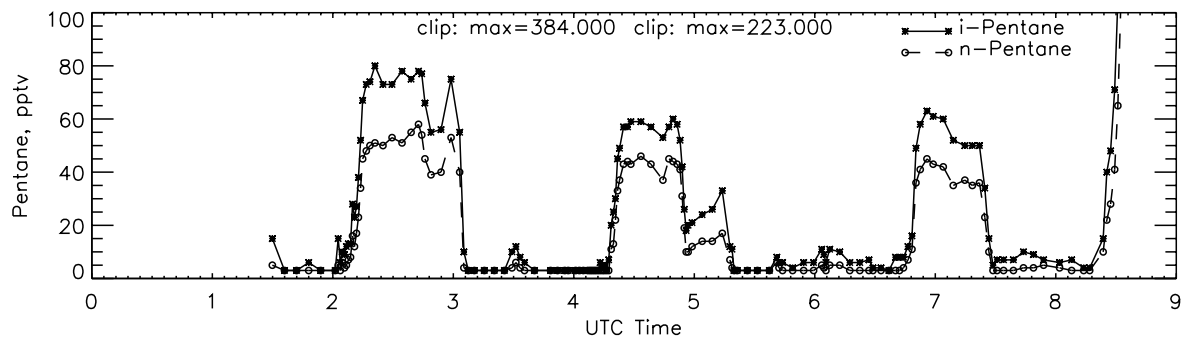
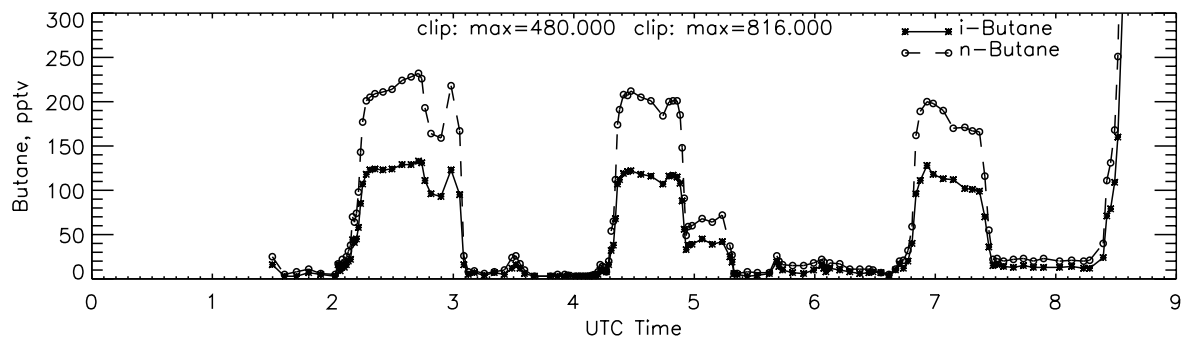
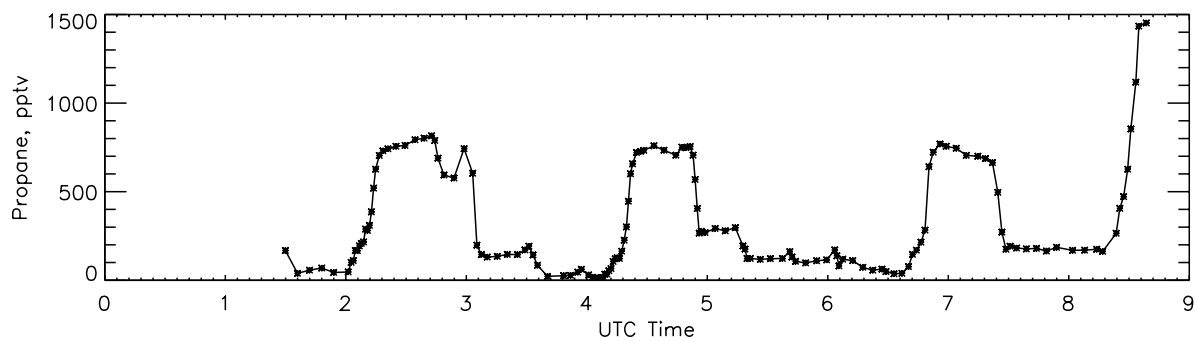
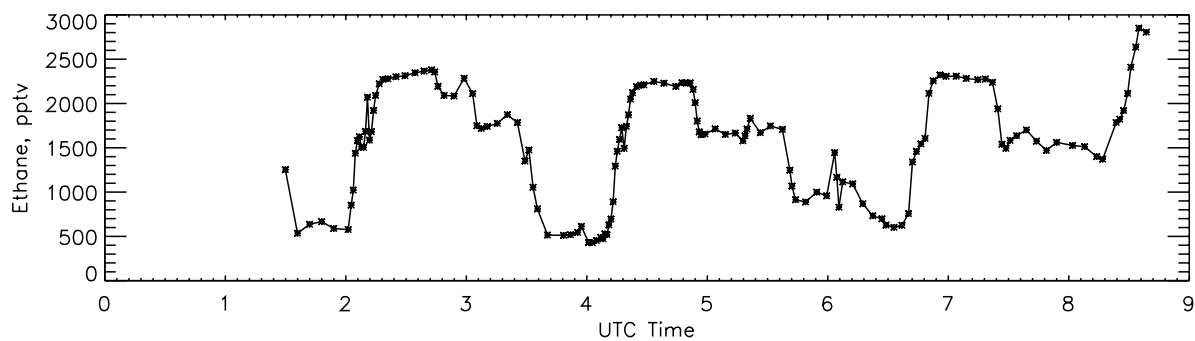
# FINAL DATA: TRACE-P P3-B Flight 10



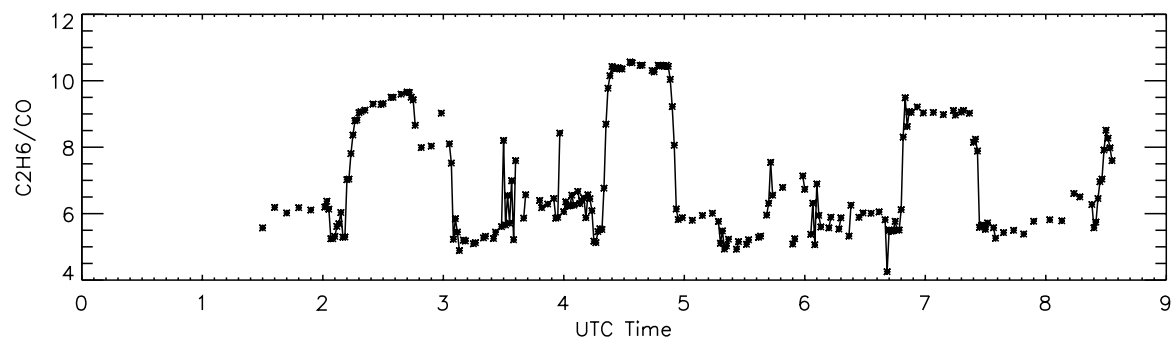
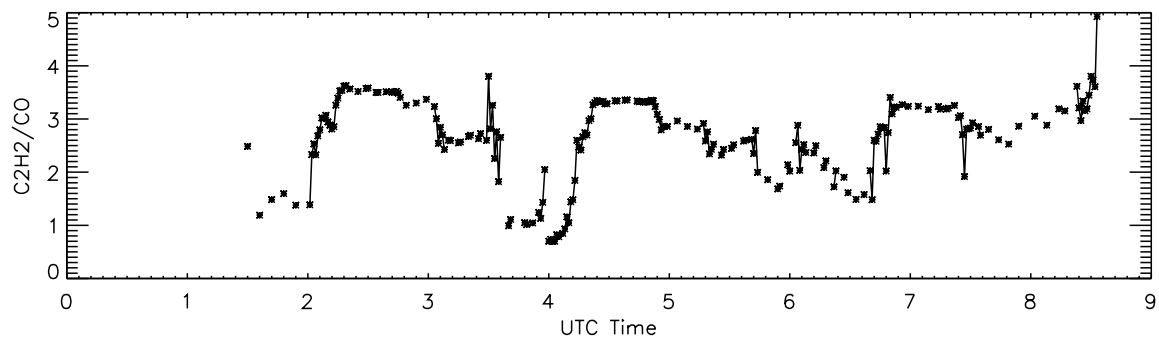
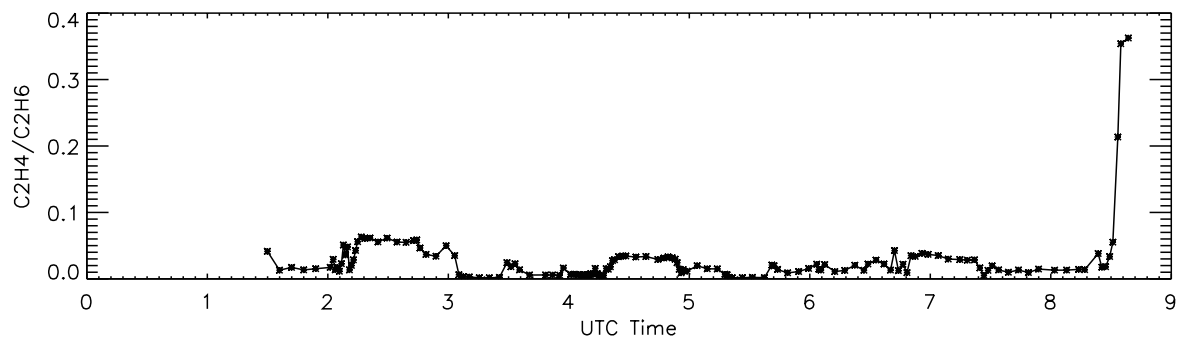
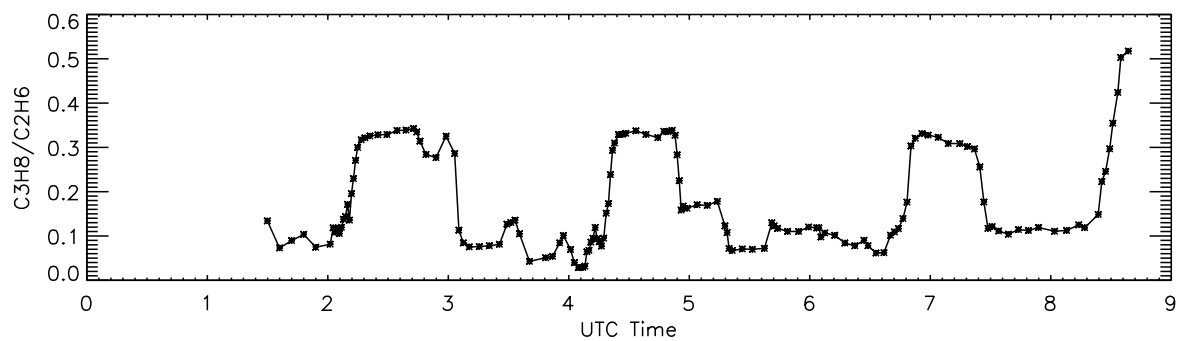
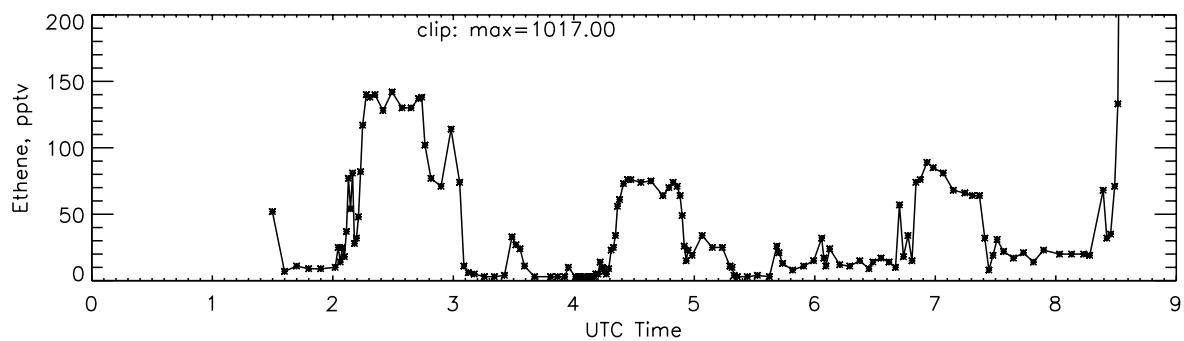
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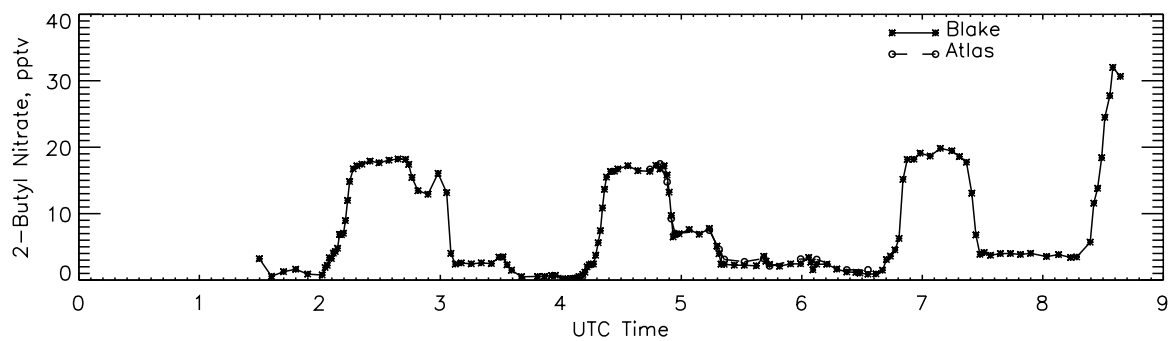
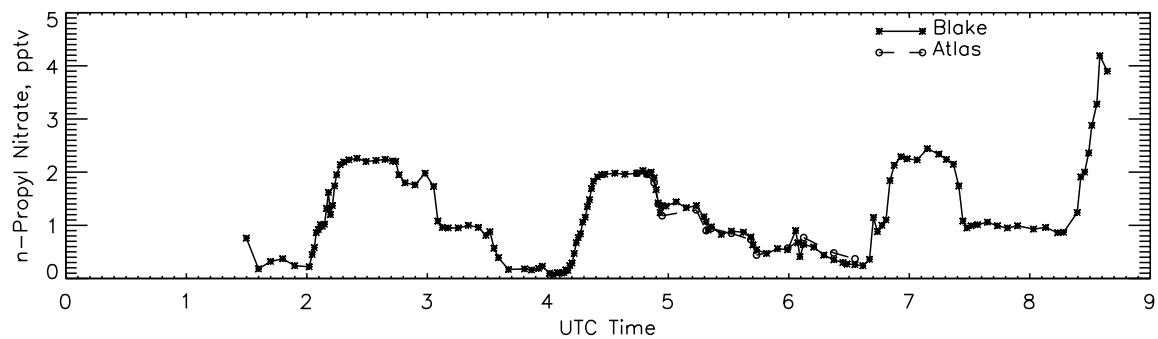
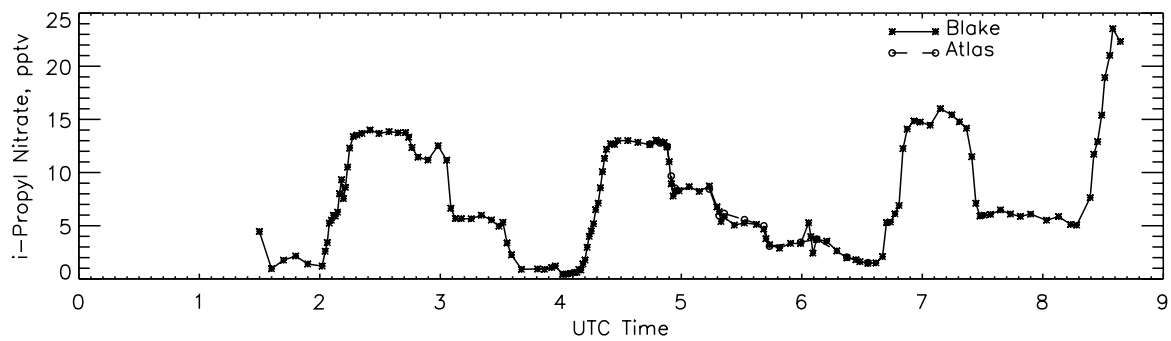
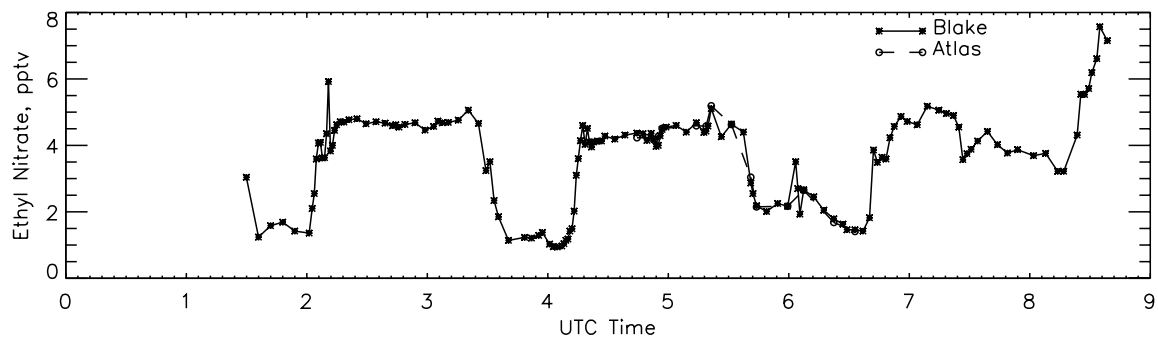
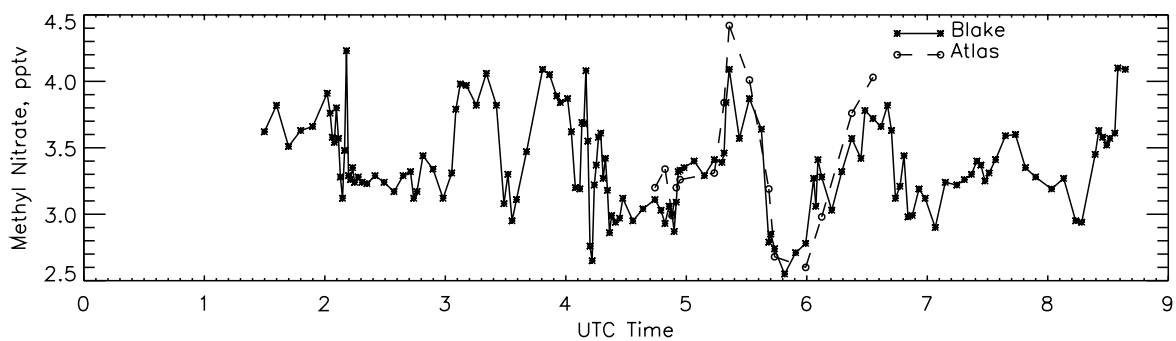
# FINAL DATA: TRACE-P P3-B Flight 10



# FINAL DATA: TRACE-P P3-B Flight 10

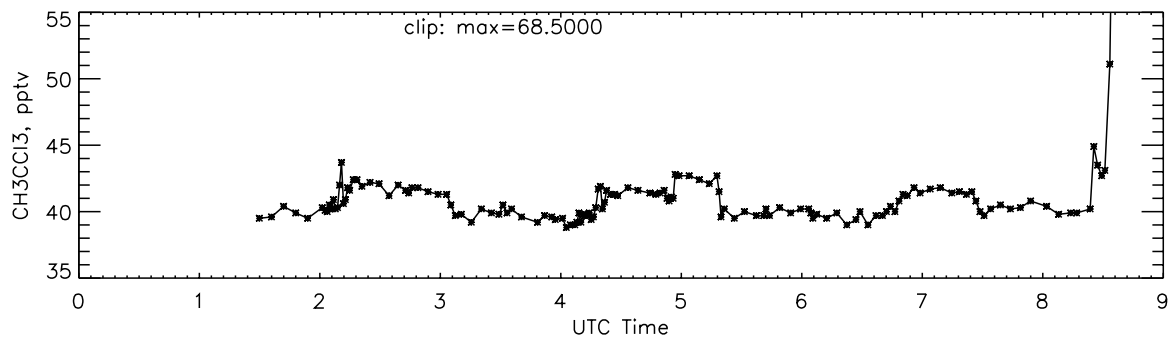
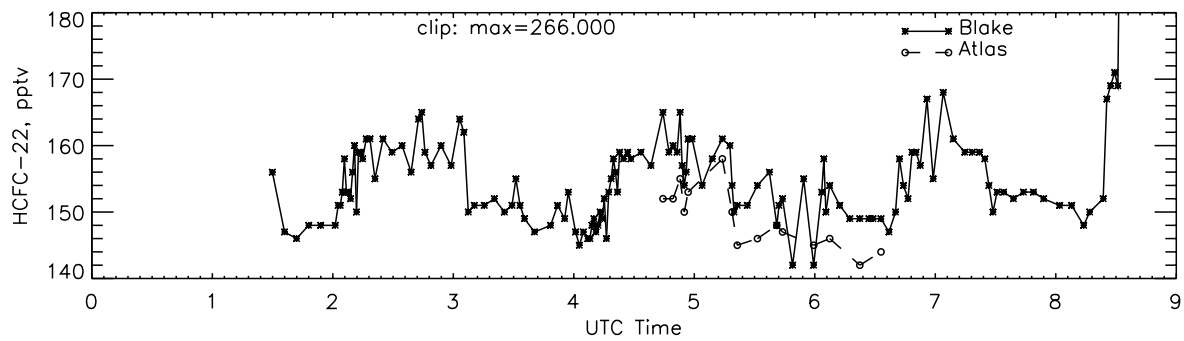
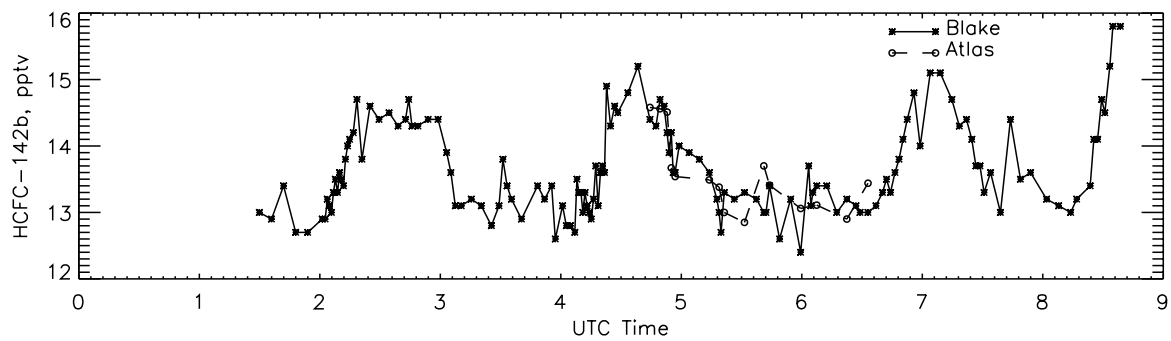
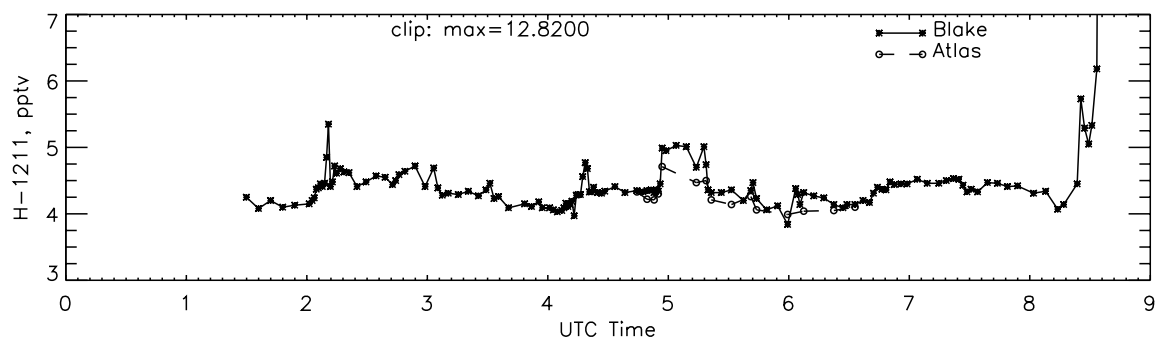
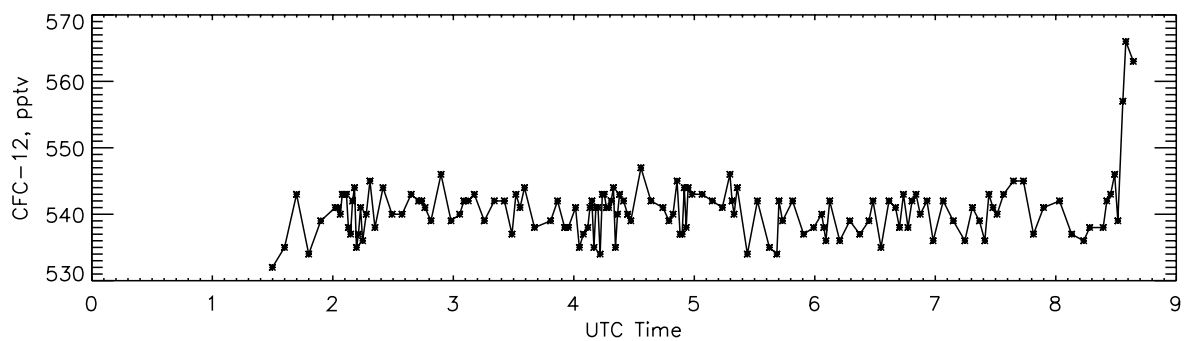


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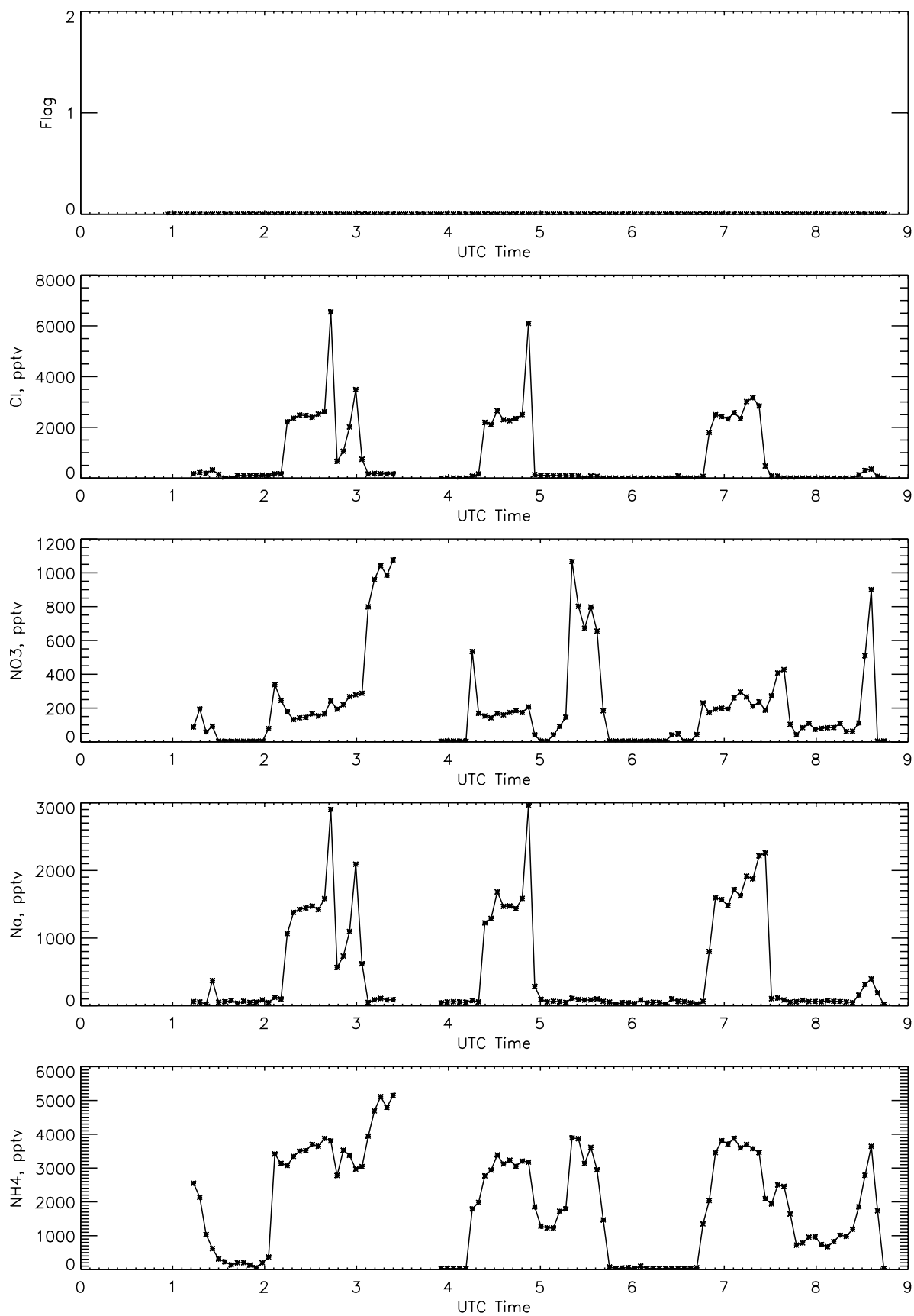




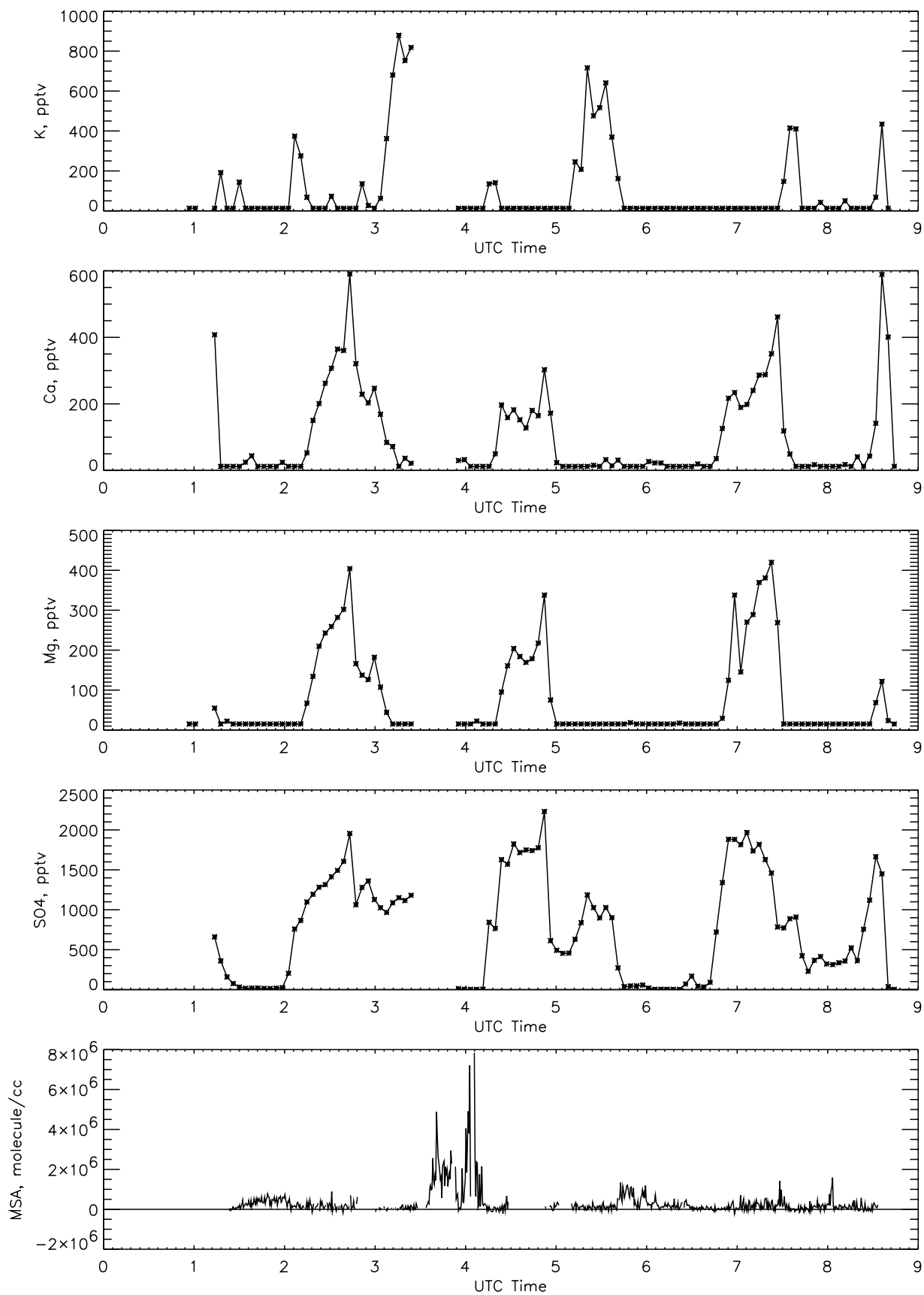
# FINAL DATA: TRACE-P P3-B Flight 10



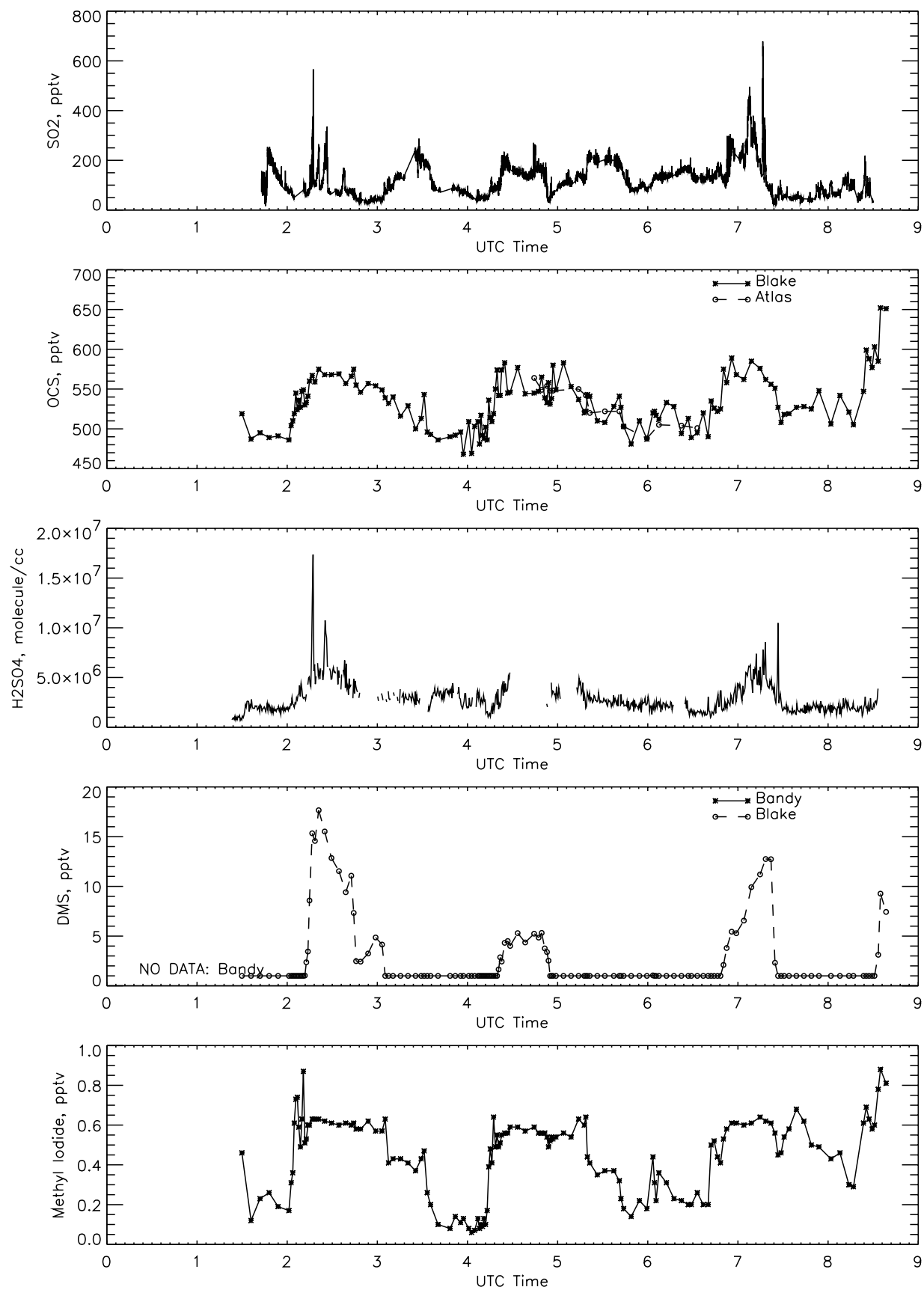
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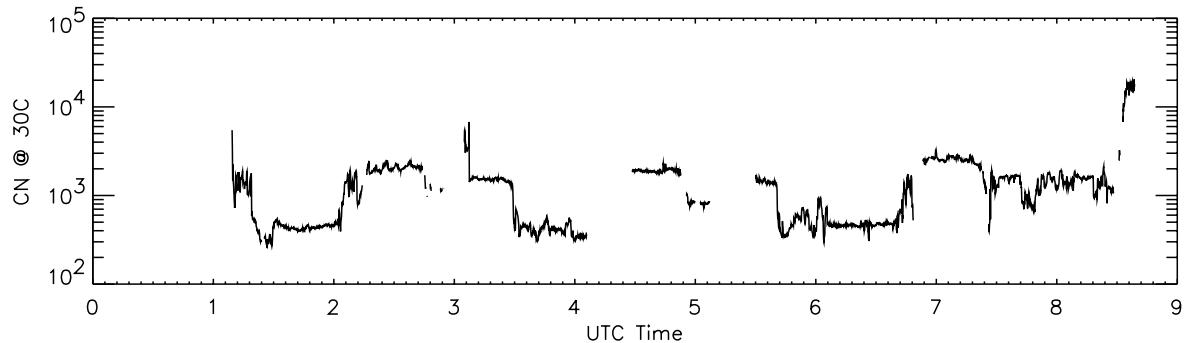
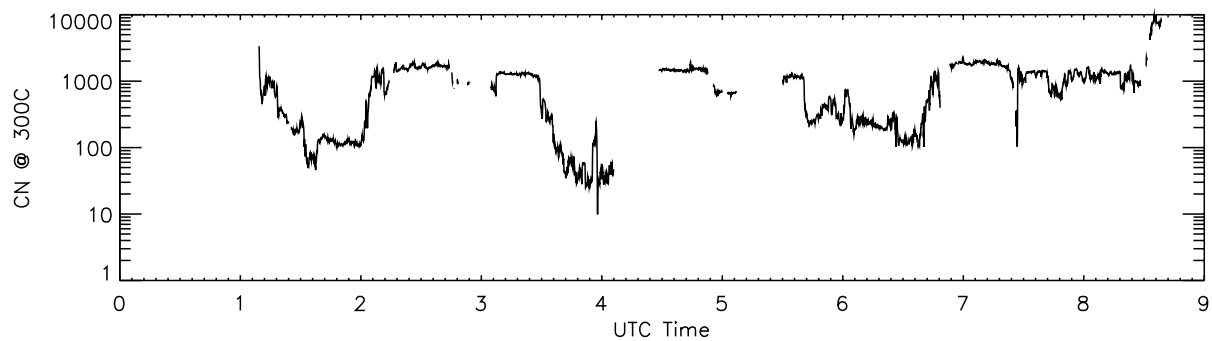
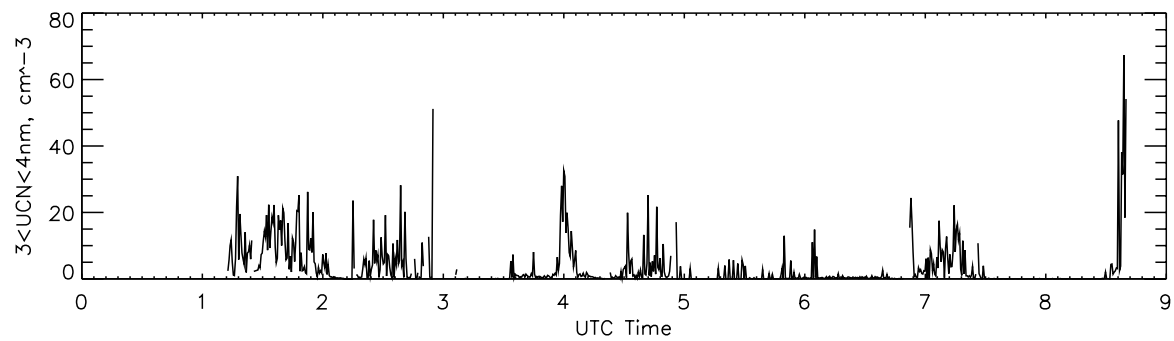
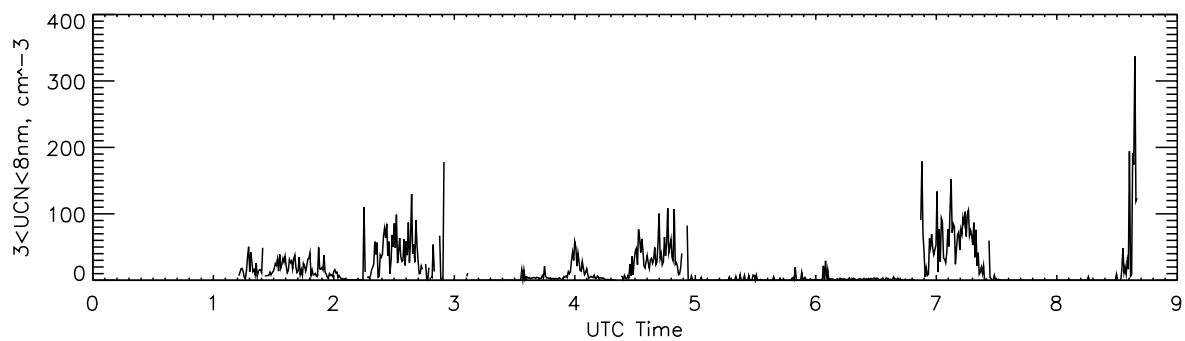
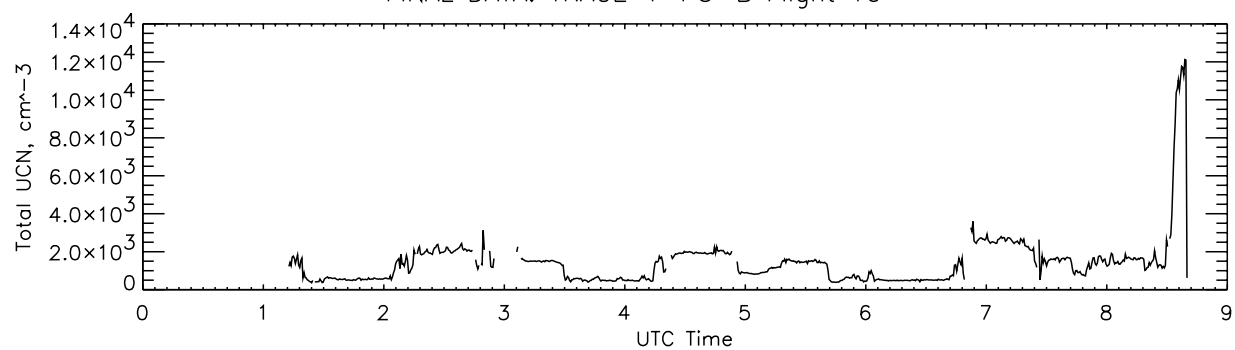
# FINAL DATA: TRACE-P P3-B Flight 10



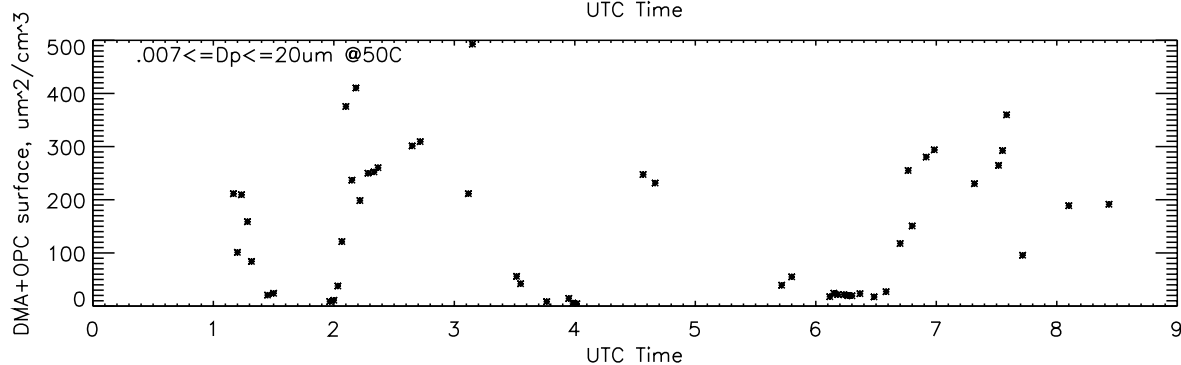
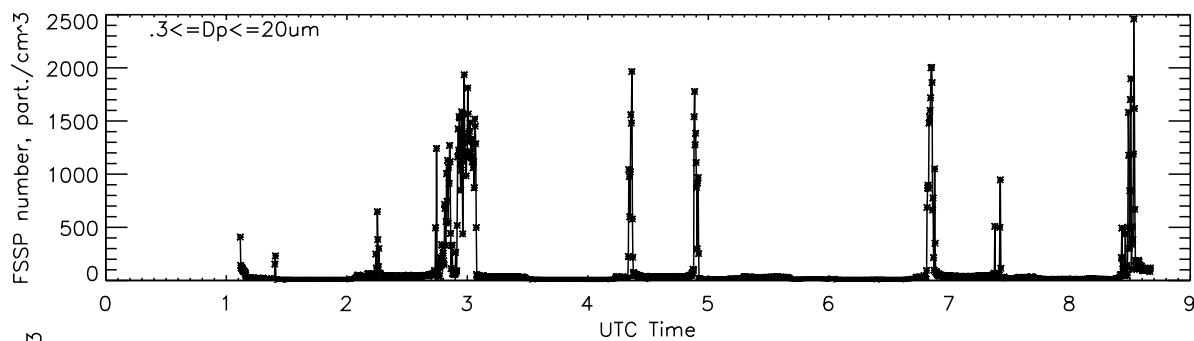
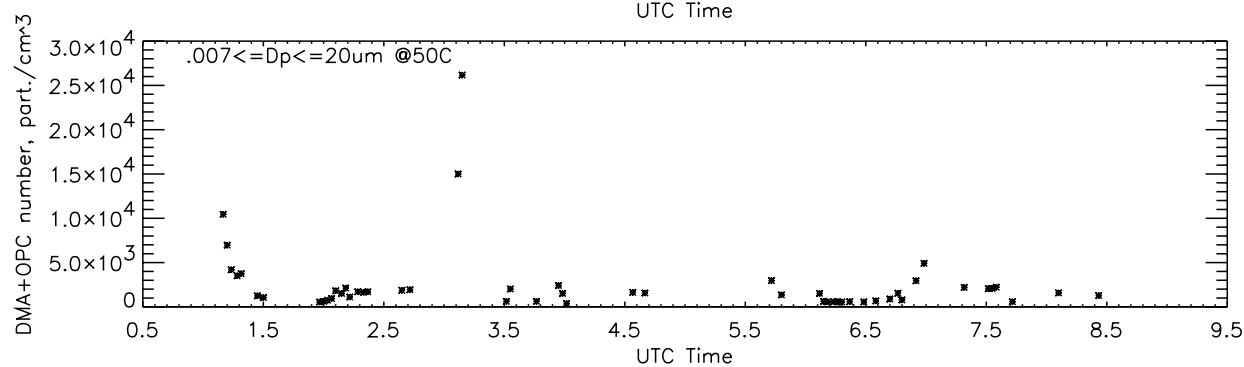
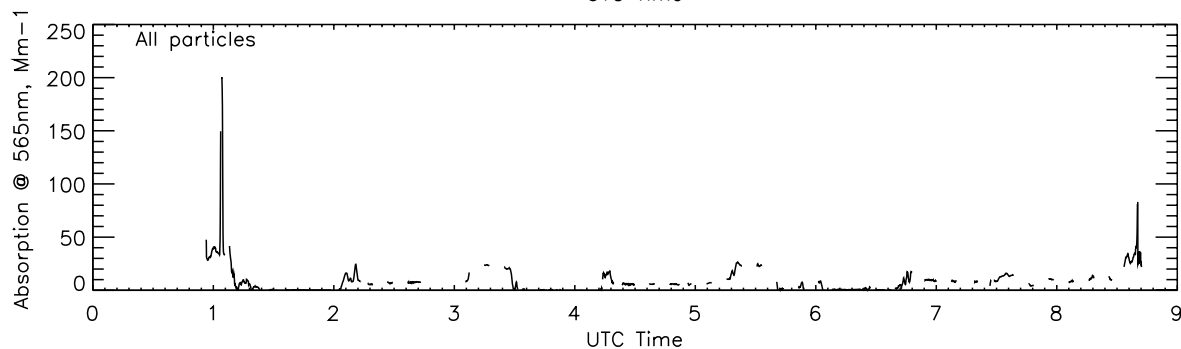
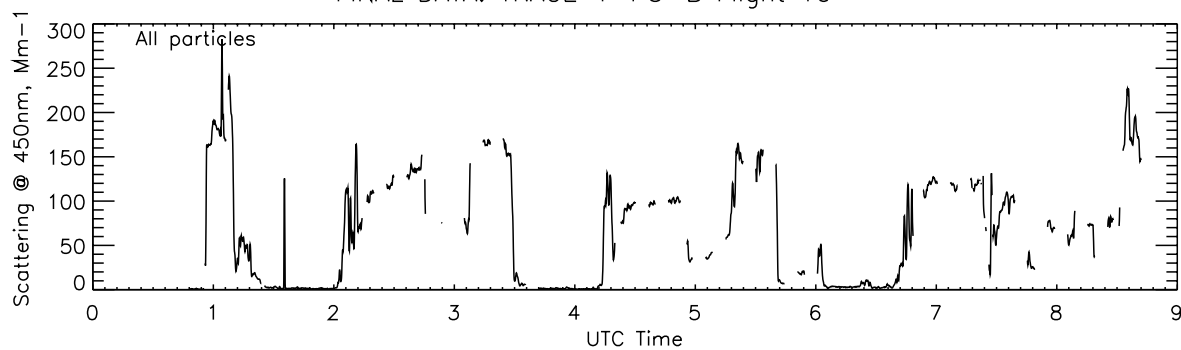
# FINAL DATA: TRACE-P P3-B Flight 10



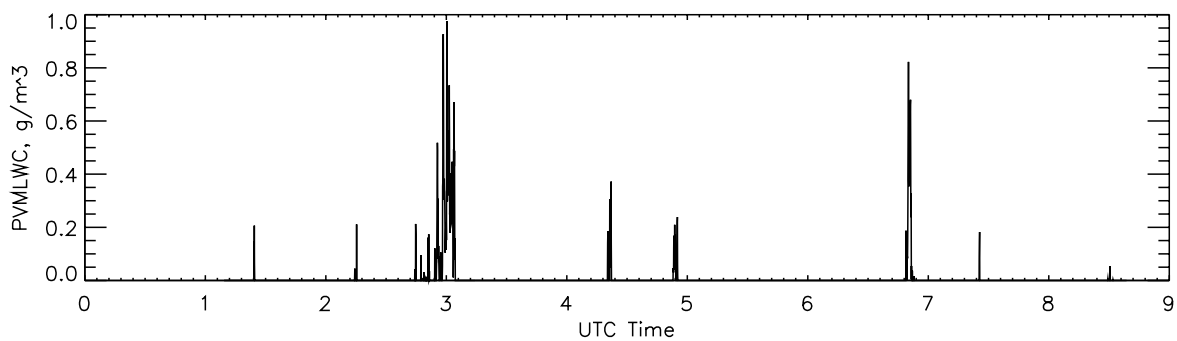
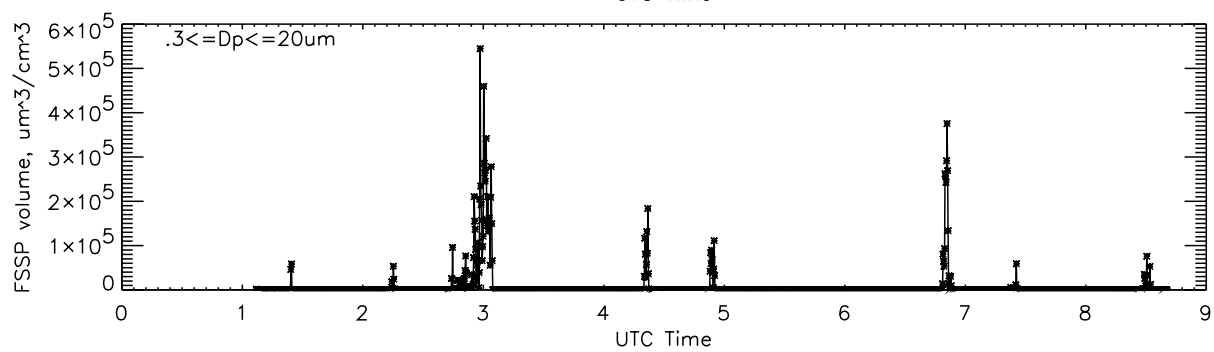
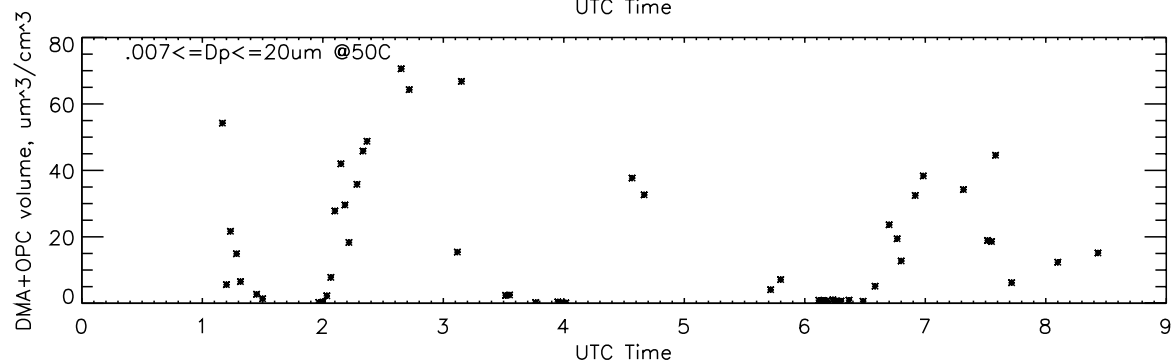
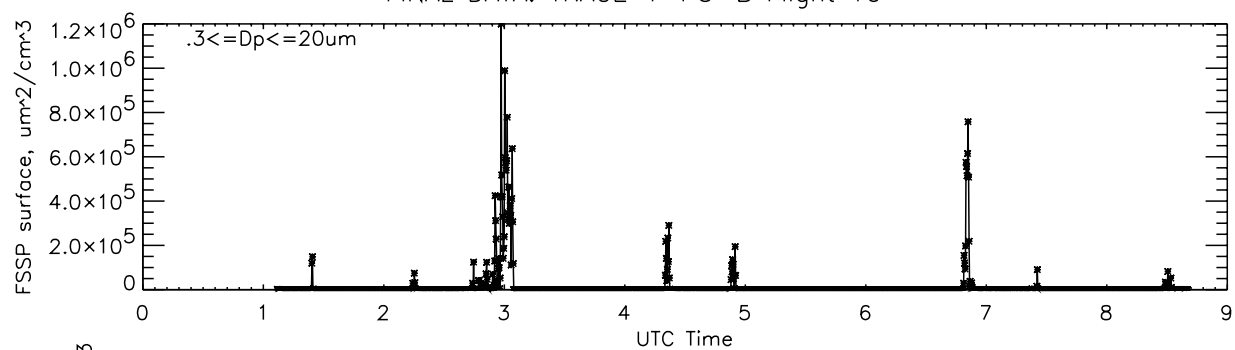
# FINAL DATA: TRACE-P P3-B Flight 10



# FINAL DATA: TRACE-P P3-B Flight 10

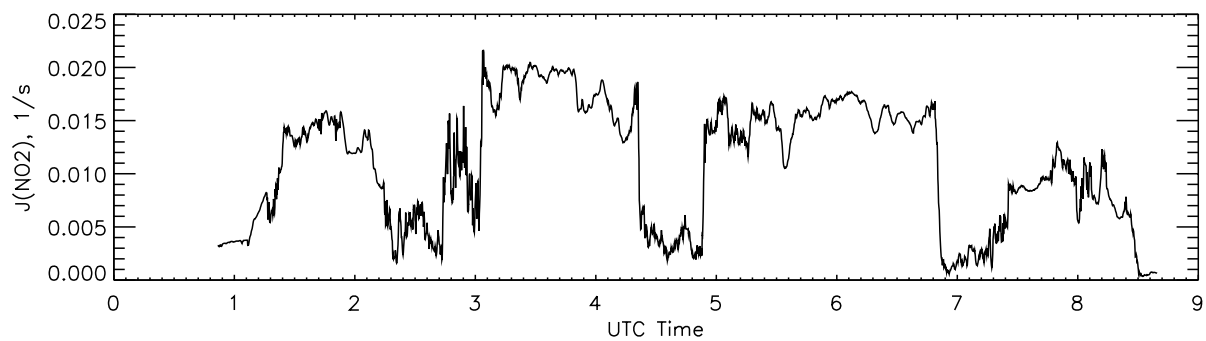
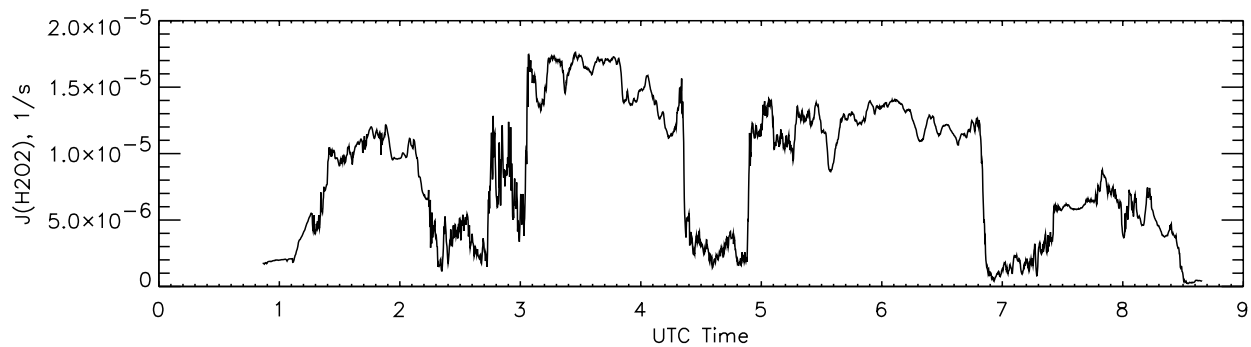
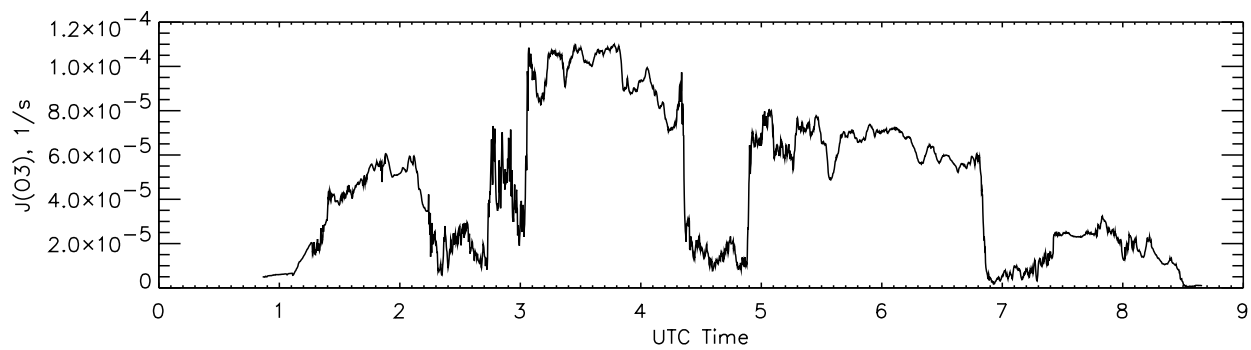
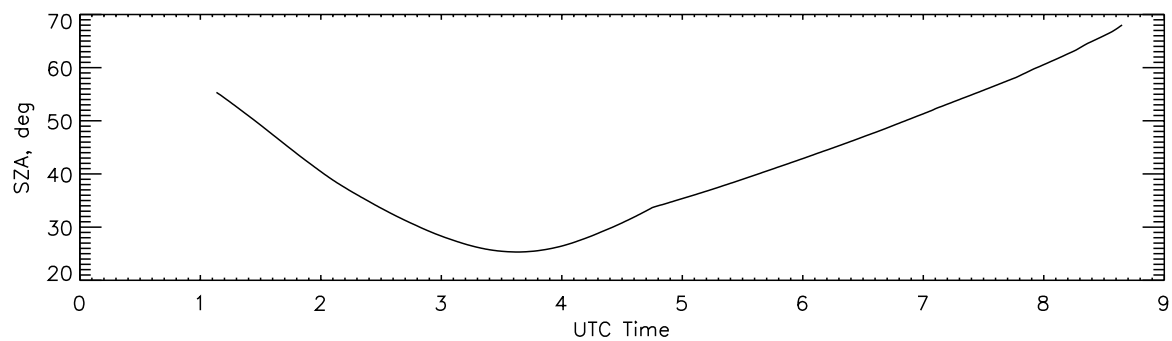
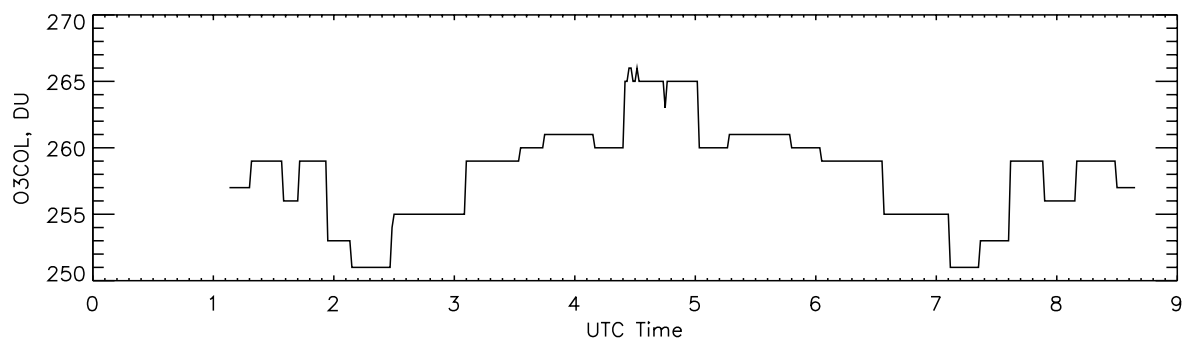


# FINAL DATA: TRACE-P P3-B Flight 10



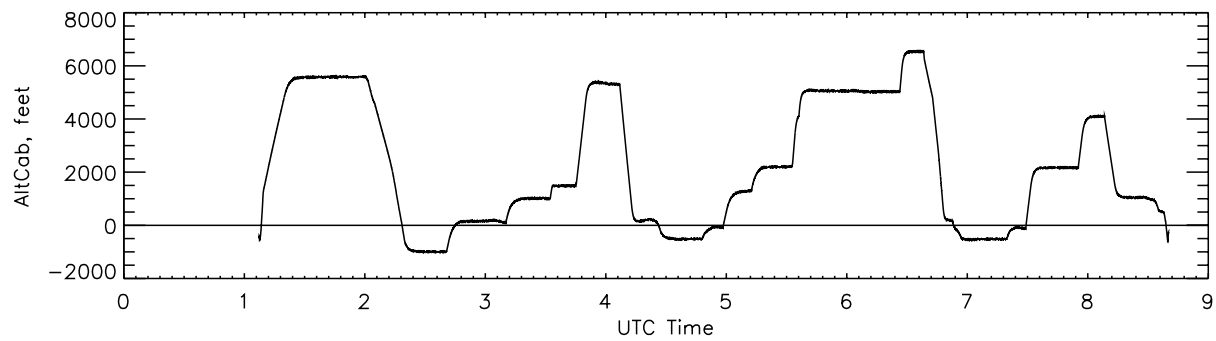
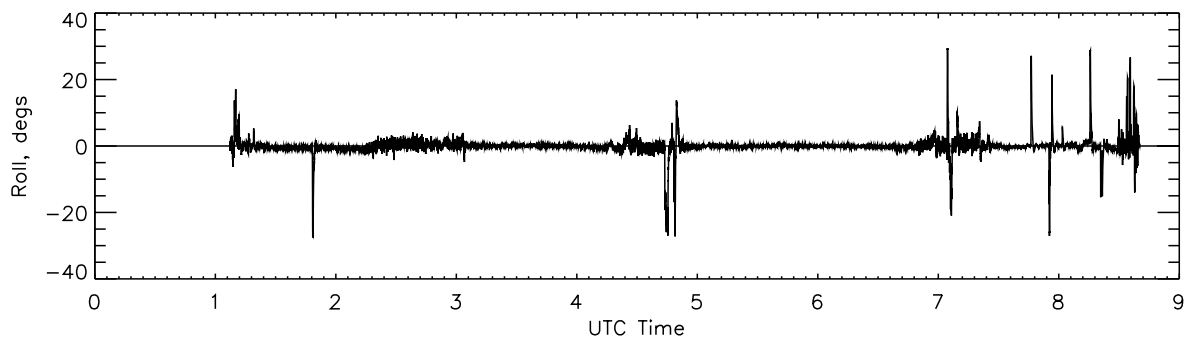
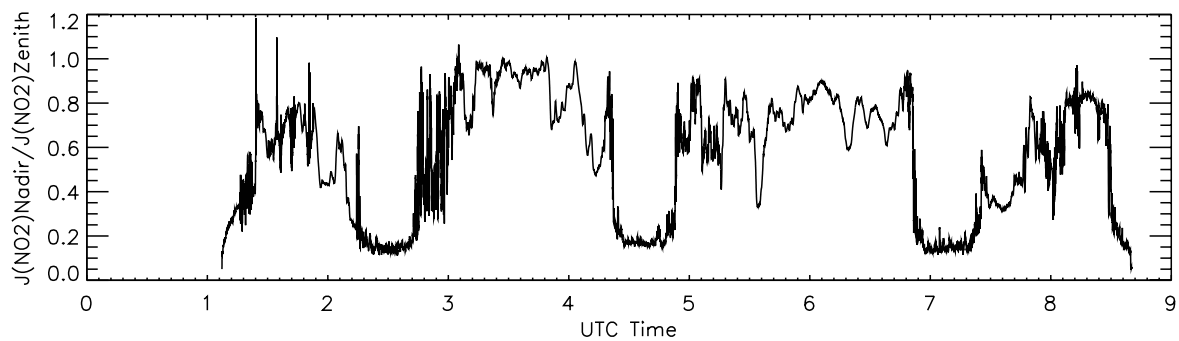
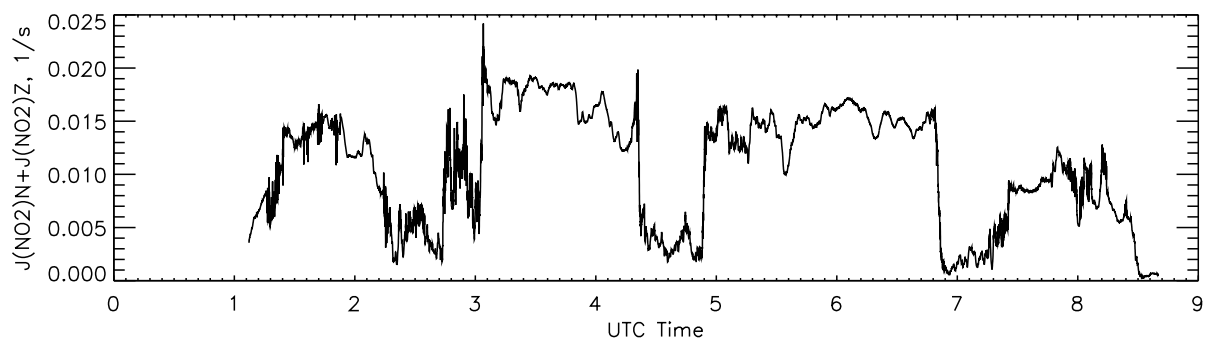
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# FINAL DATA: TRACE-P P3-B Flight 10

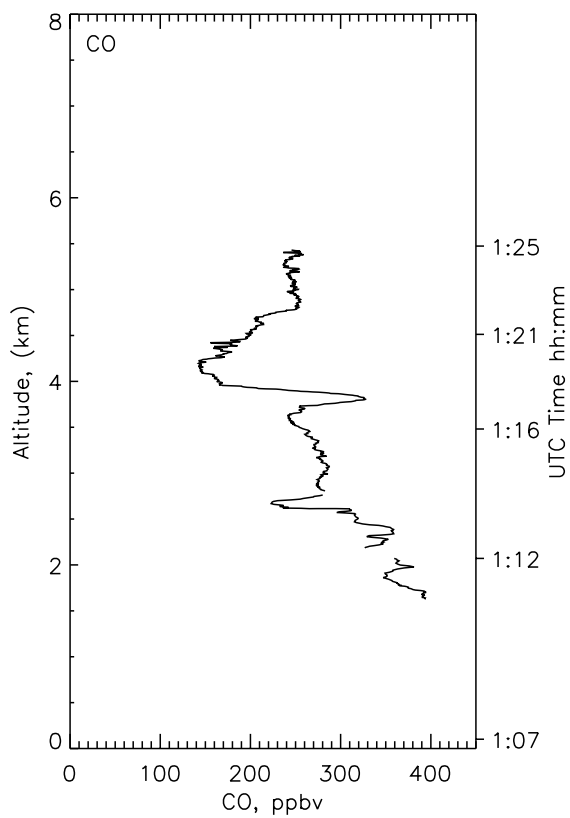
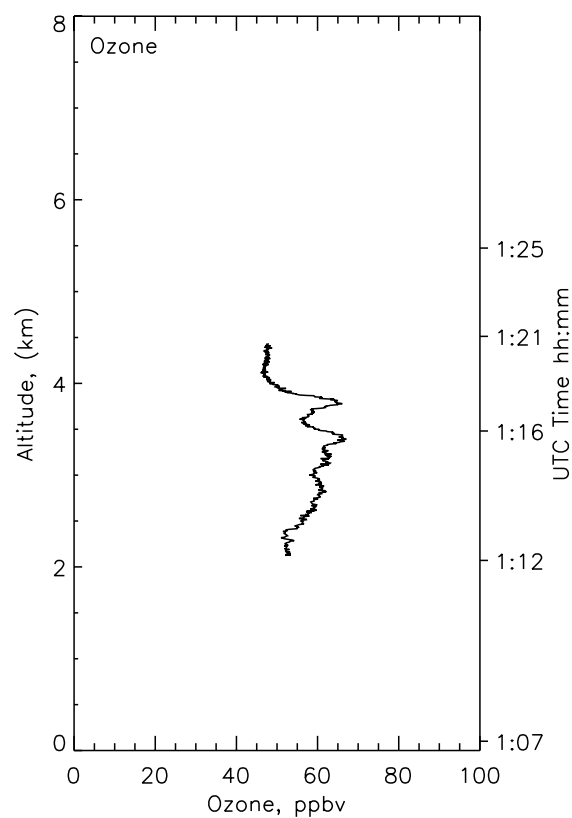
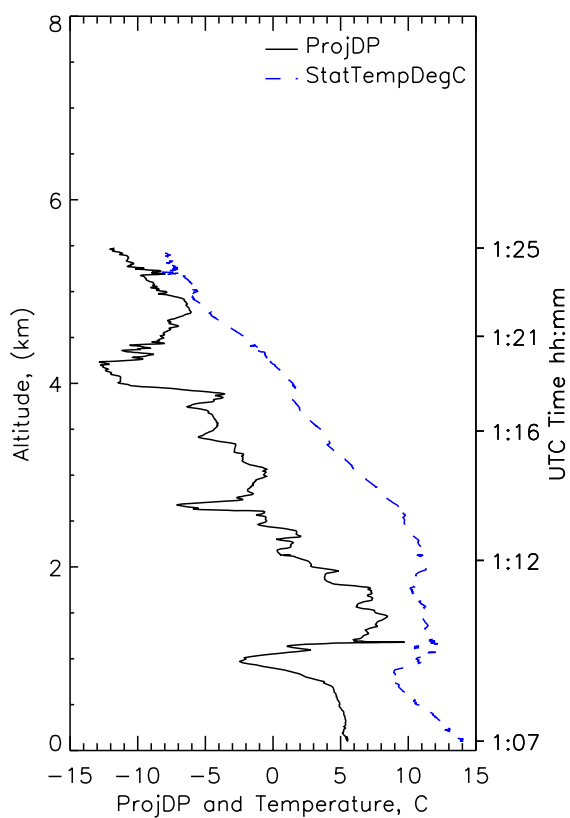




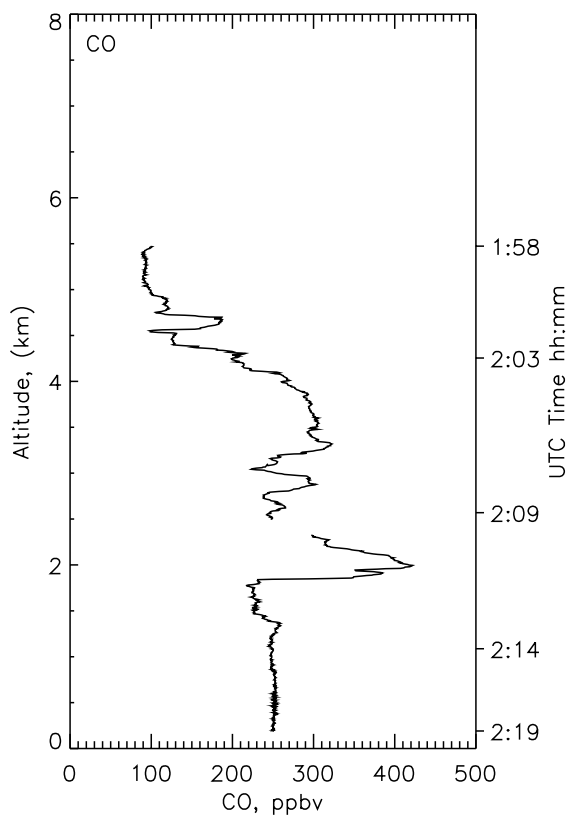
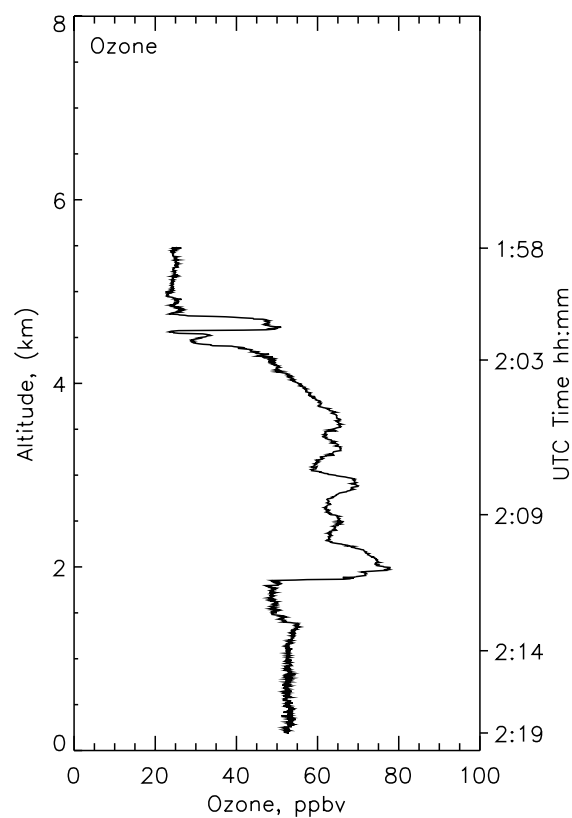
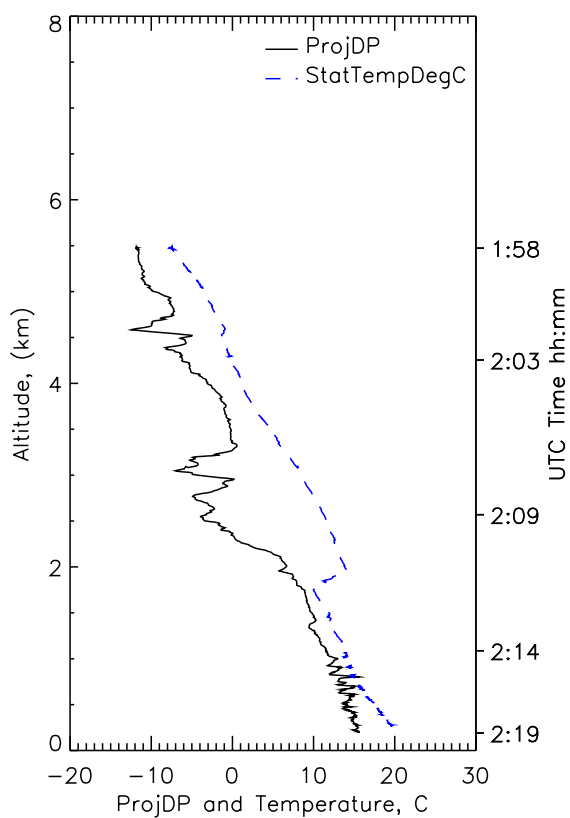
# FINAL DATA: TRACE-P P3-B Flight 10



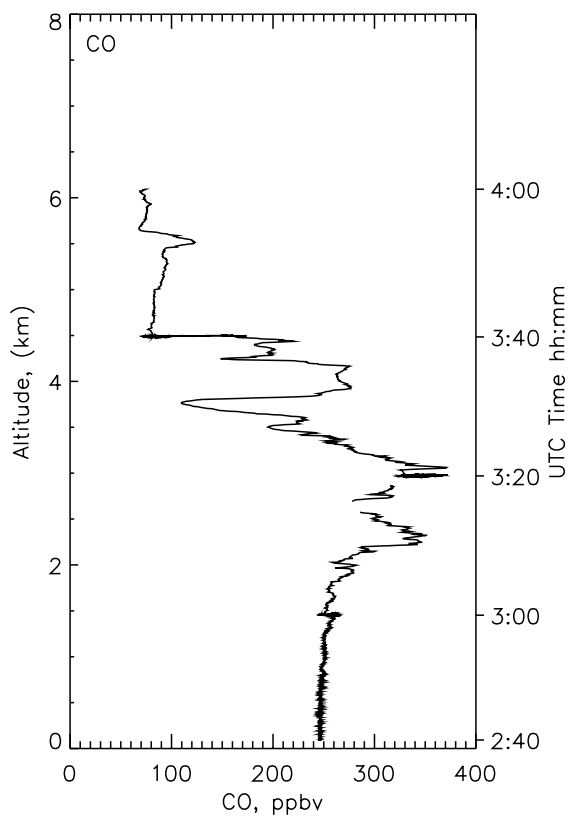
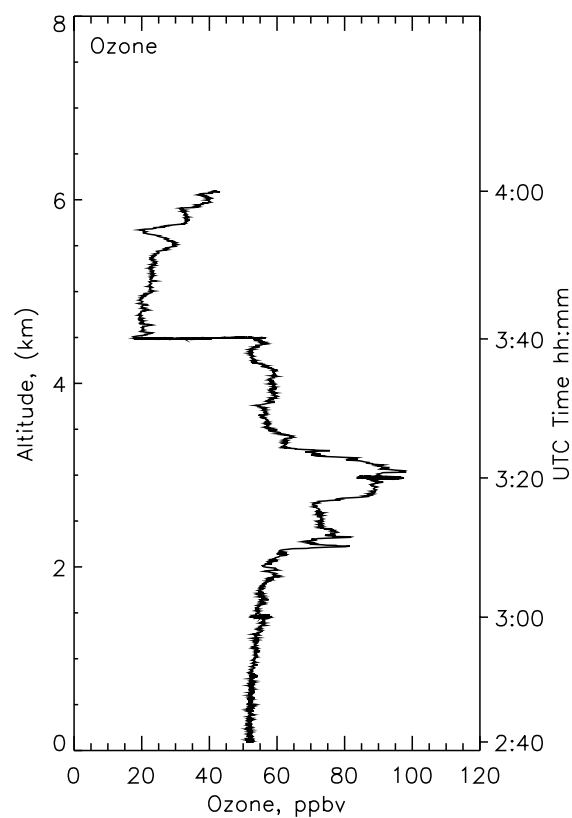
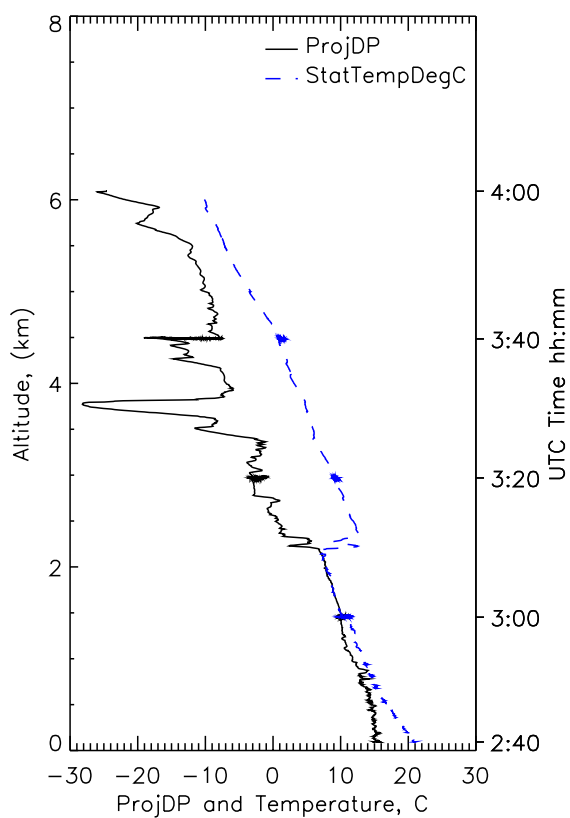
Profile # 1 TRACE-P P3-B Flight 10



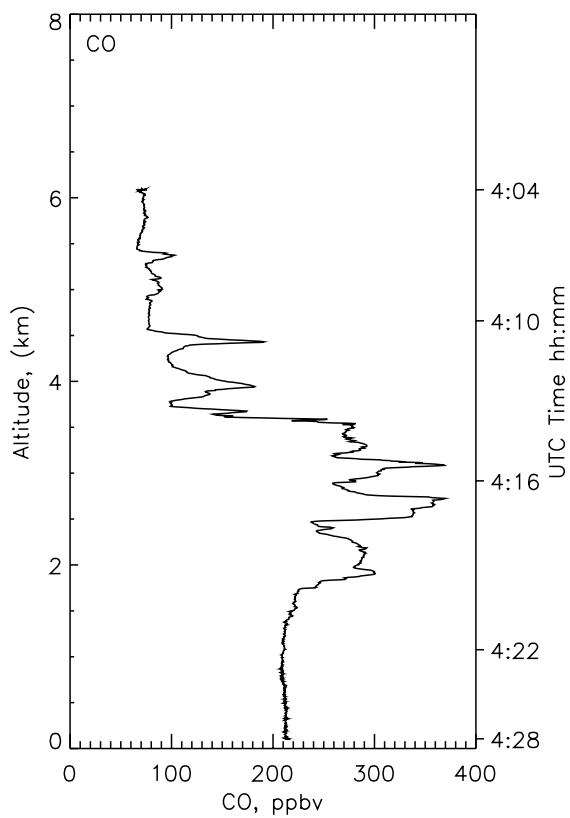
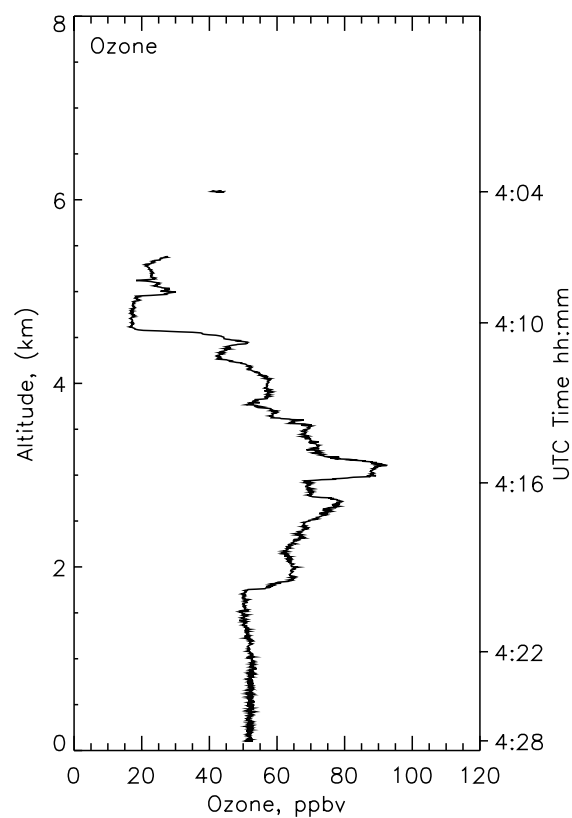
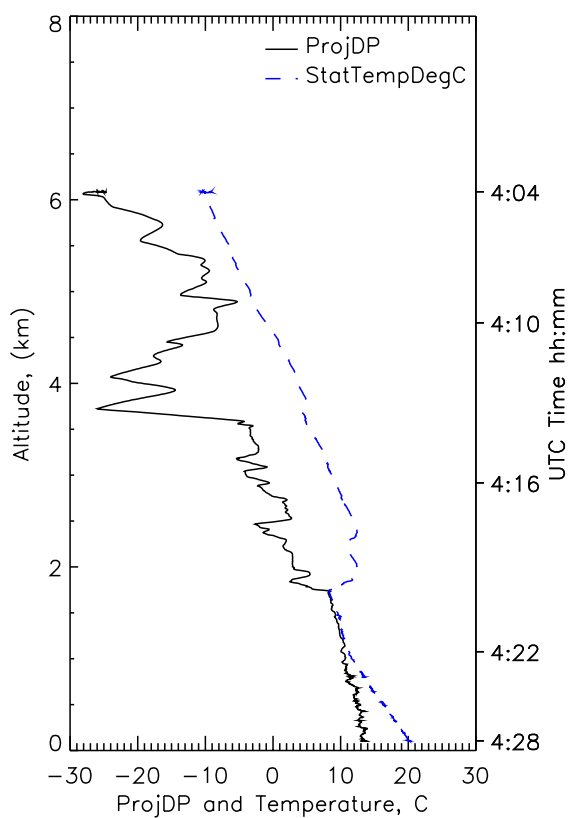
# Profile # 2 TRACE-P P3-B Flight 10



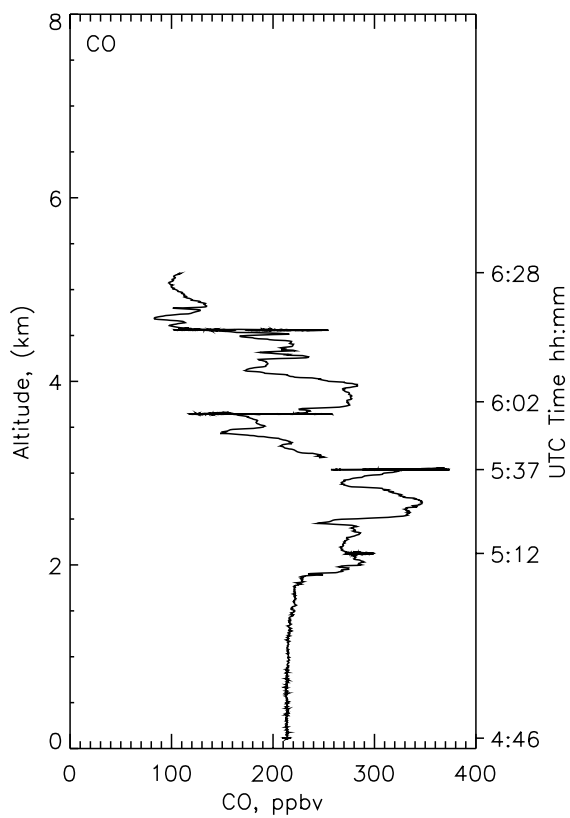
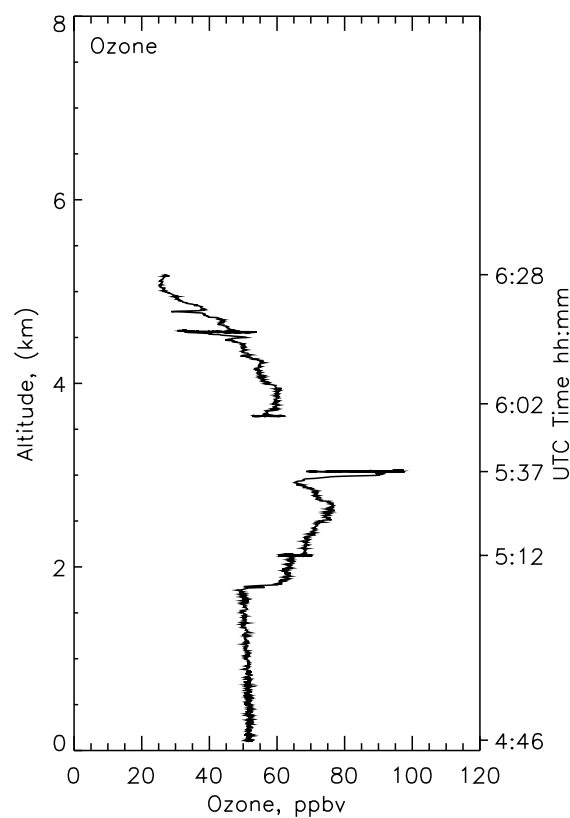
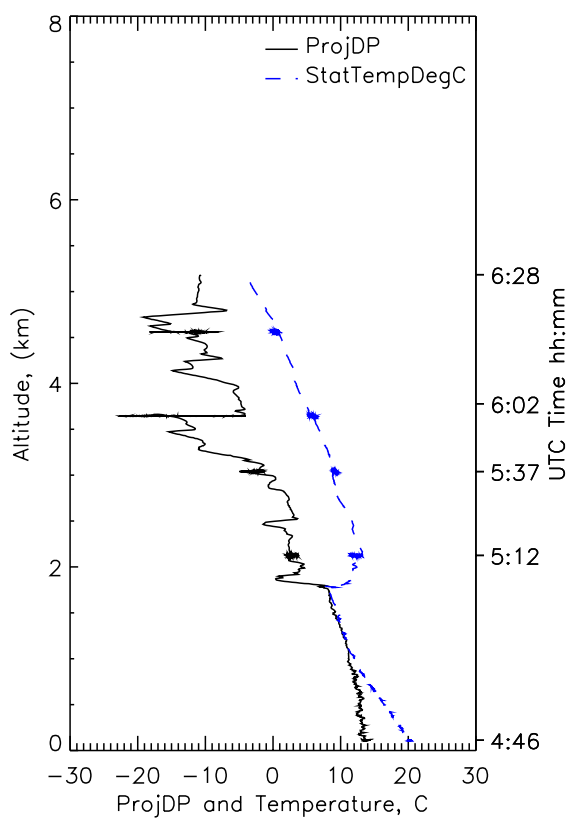
# Profile # 3 TRACE-P P3-B Flight 10



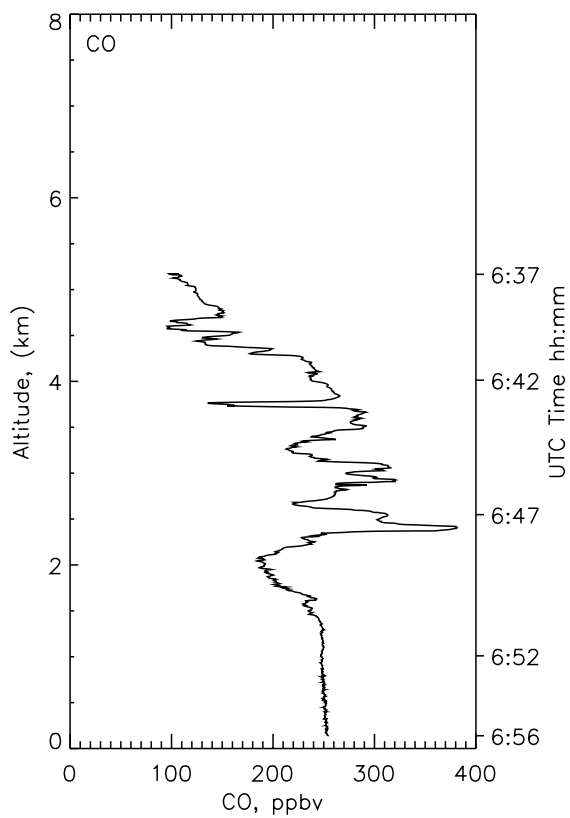
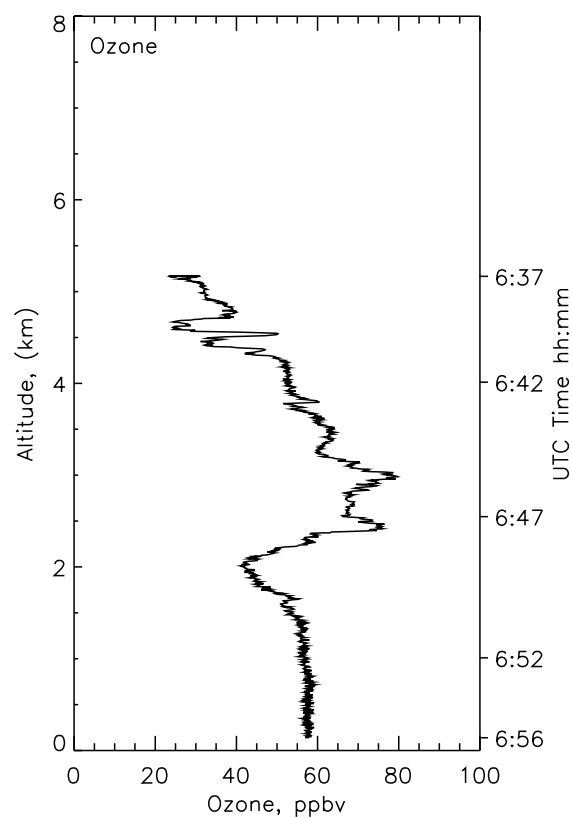
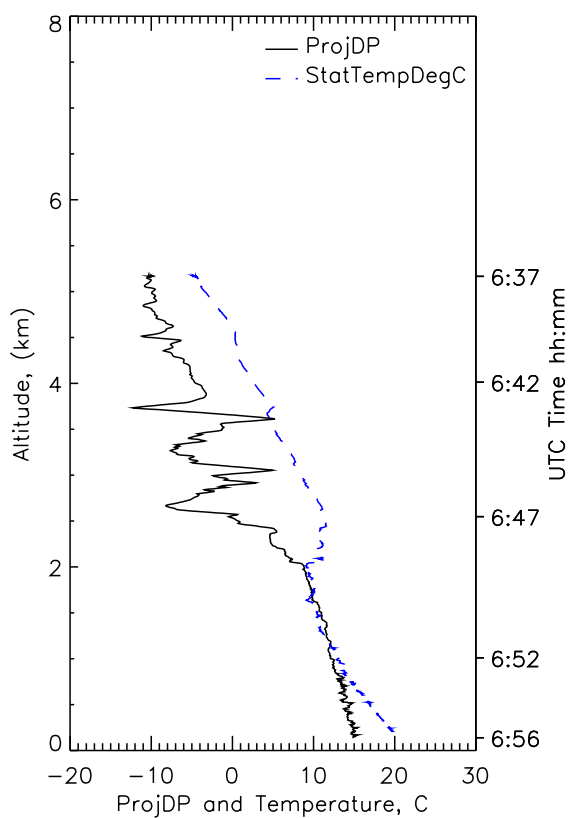
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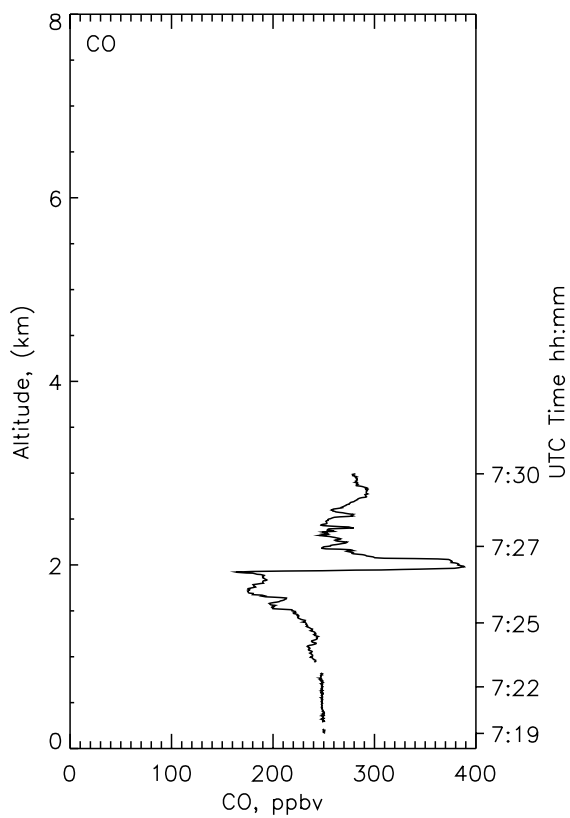
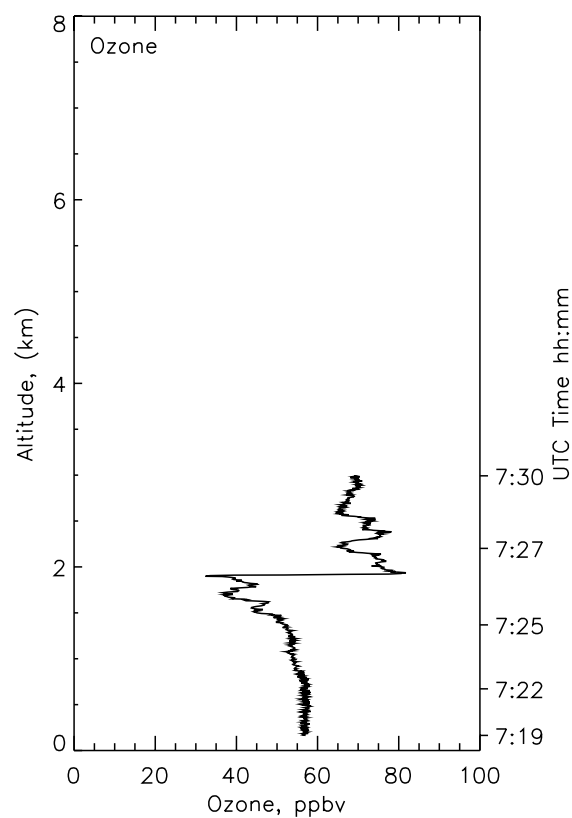
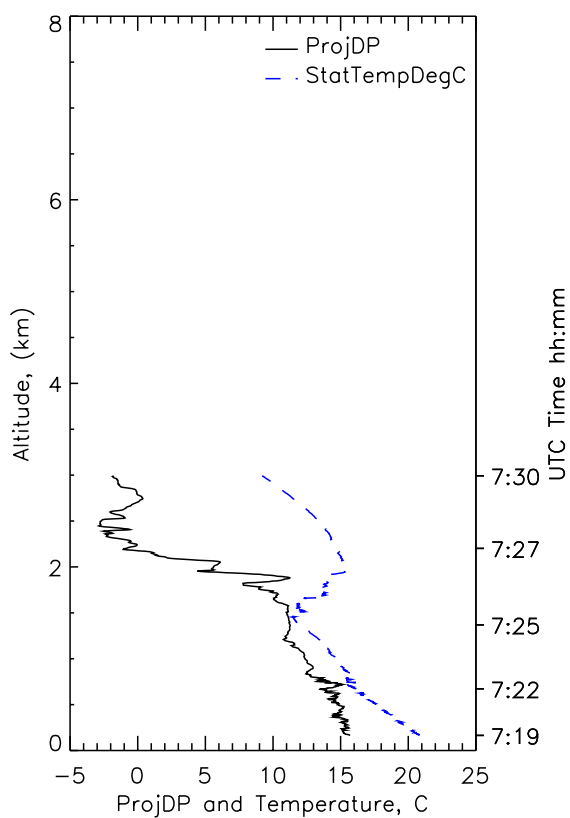
Profile # 5 TRACE-P P3-B Flight 10



Profile # 6 TRACE-P P3-B Flight 10

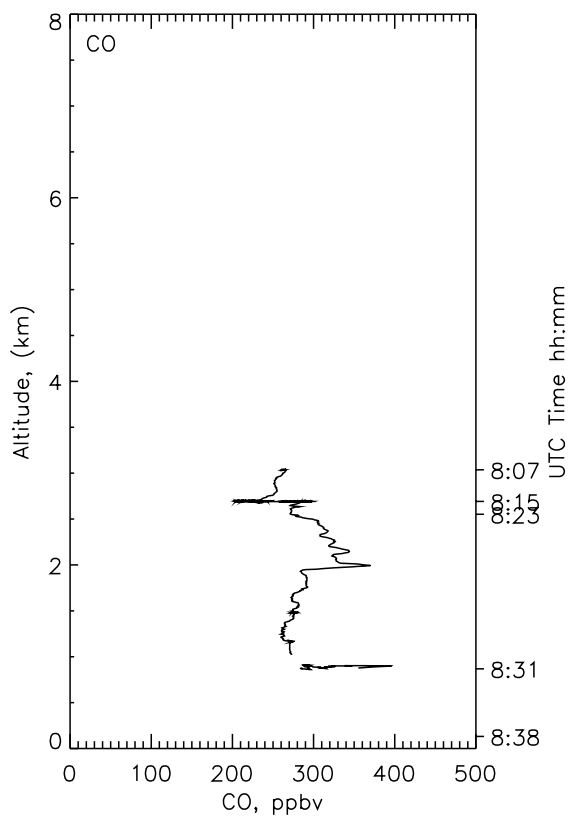
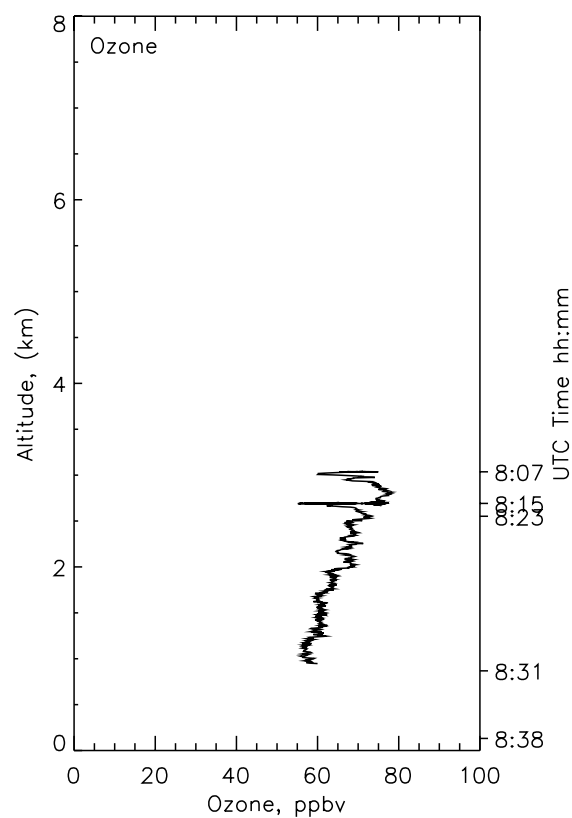
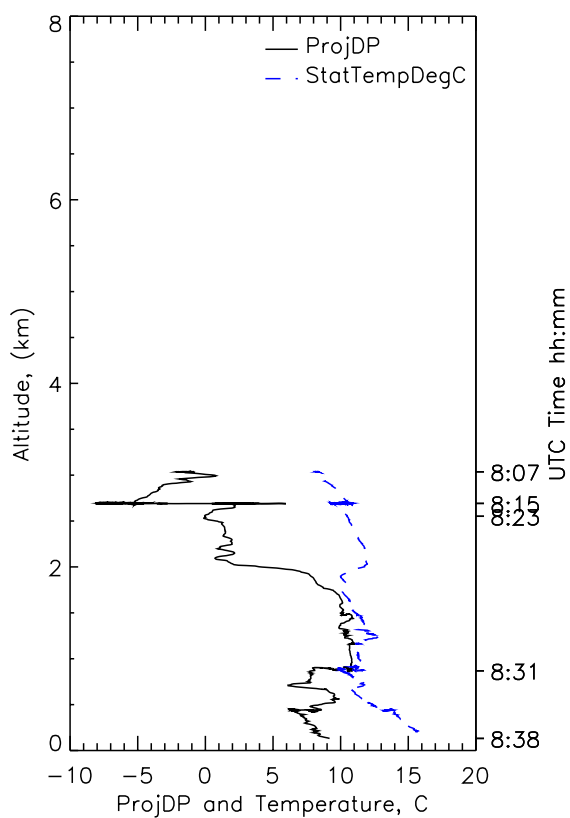


# Profile # 7 TRACE-P P3-B Flight 10





# Profile # 8 TRACE-P P3-B Flight 10



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 11P

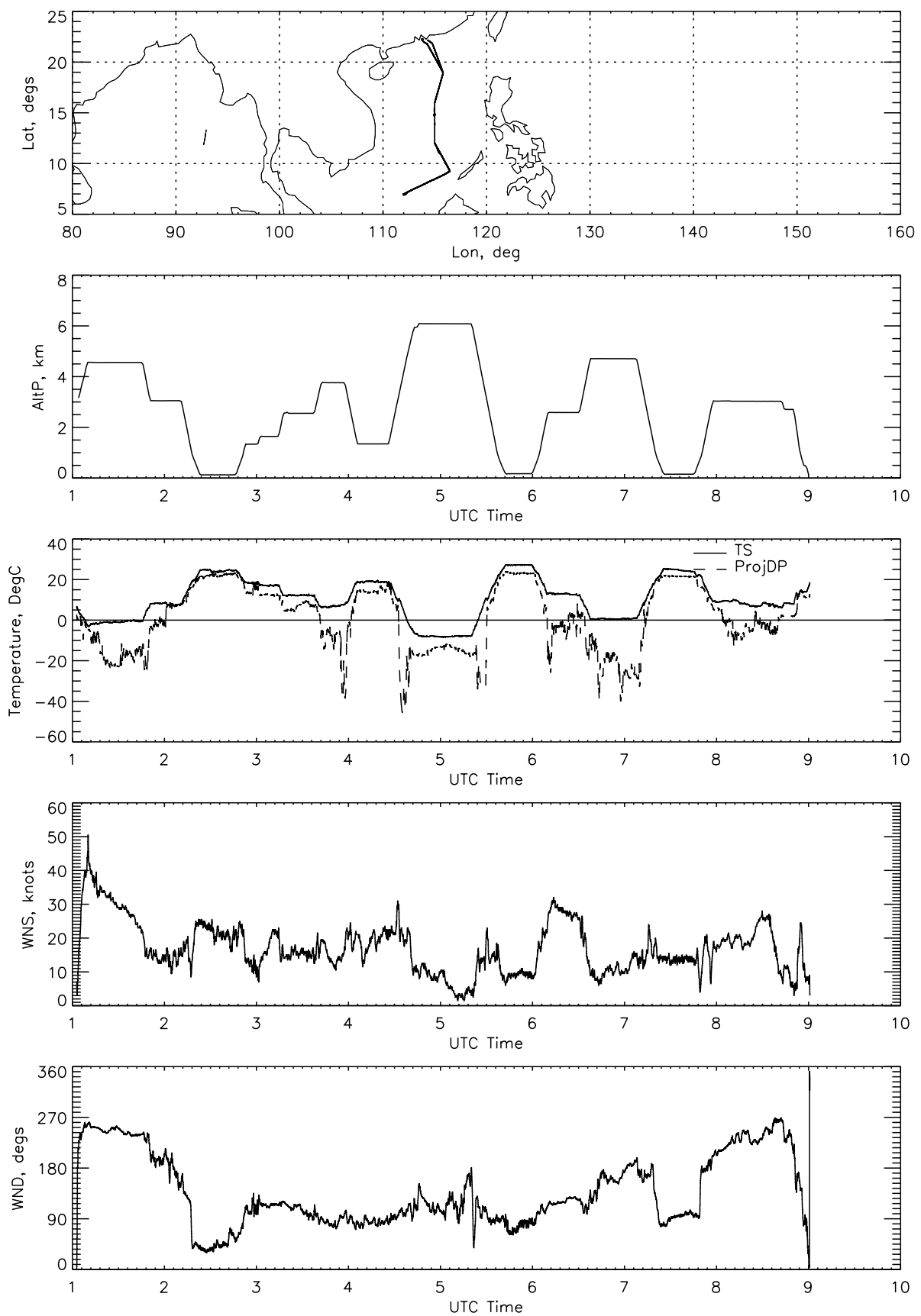
Local: Hong Kong No. 3

South China Sea Quiescent Period

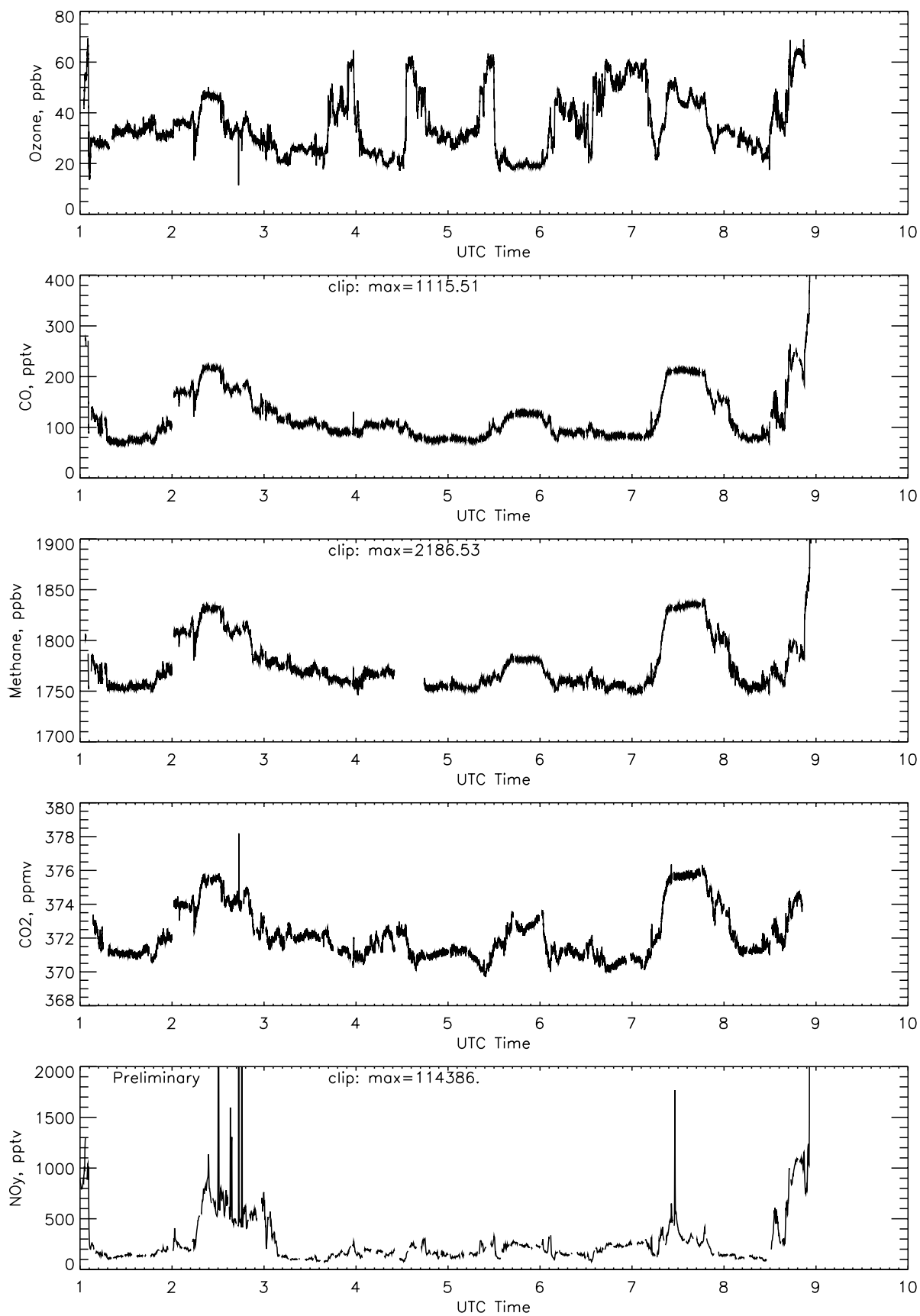
March 10, 2001



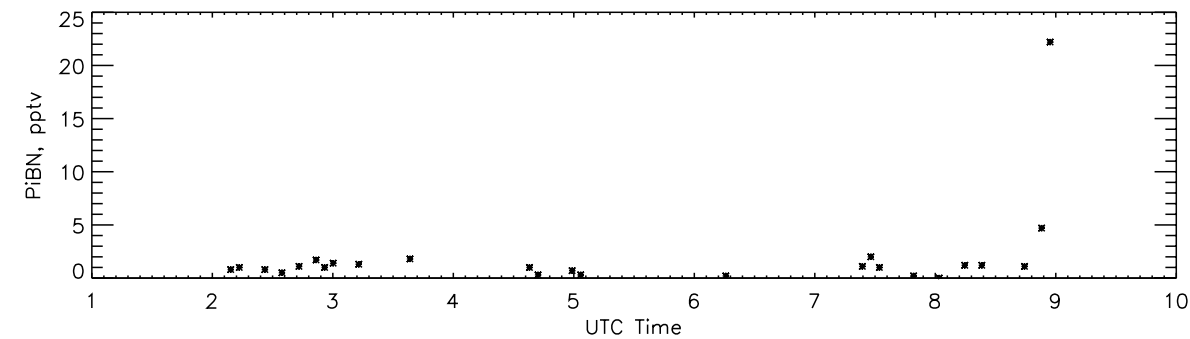
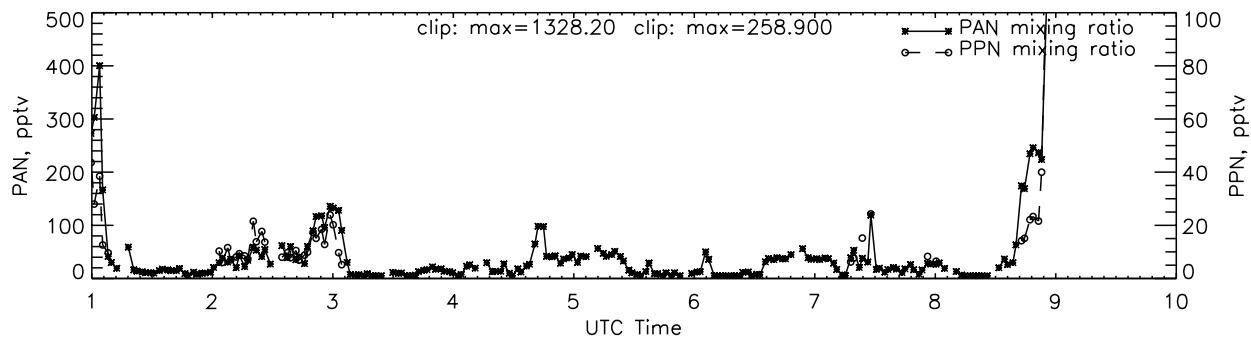
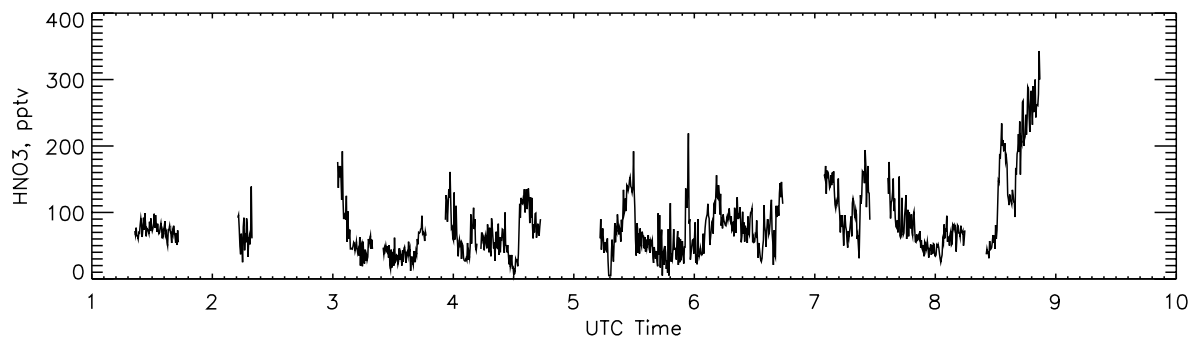
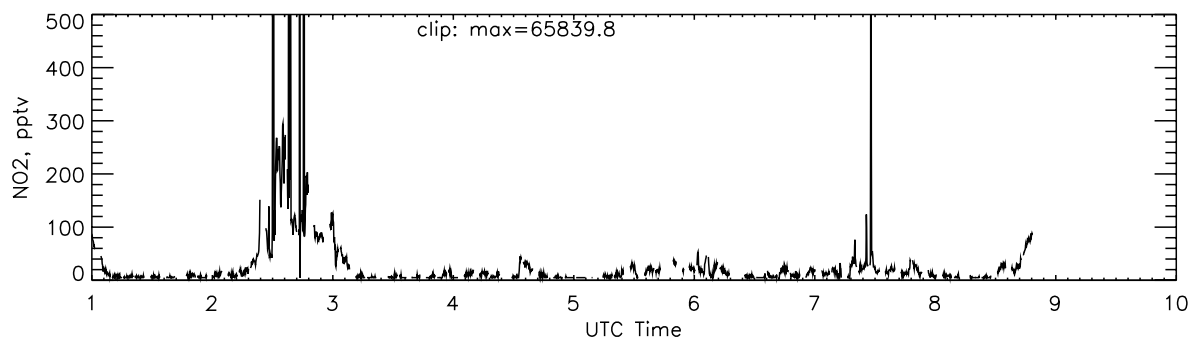
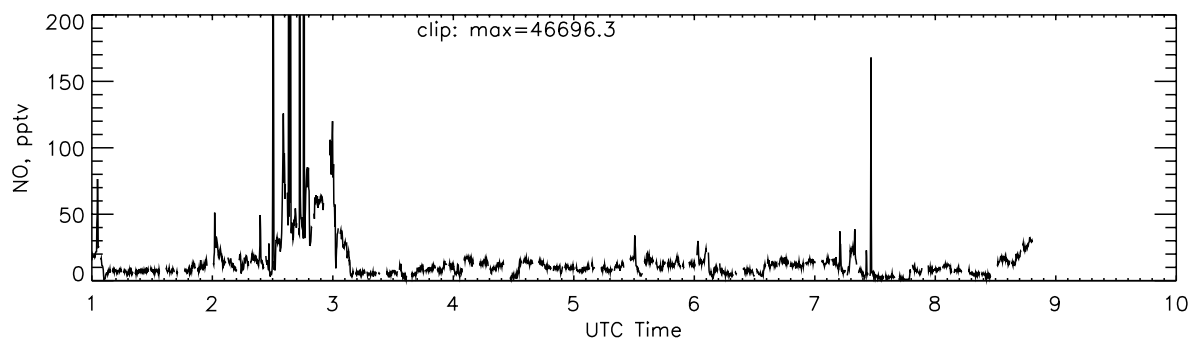
# FINAL DATA: TRACE-P P3-B Flight 11



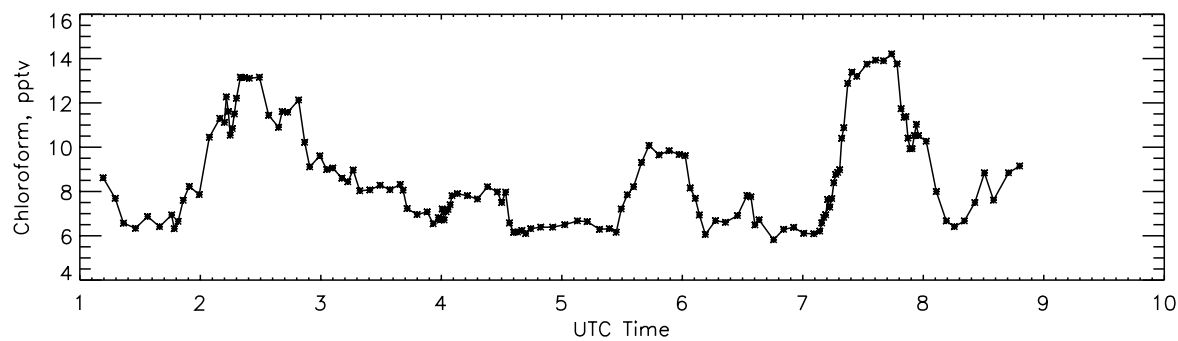
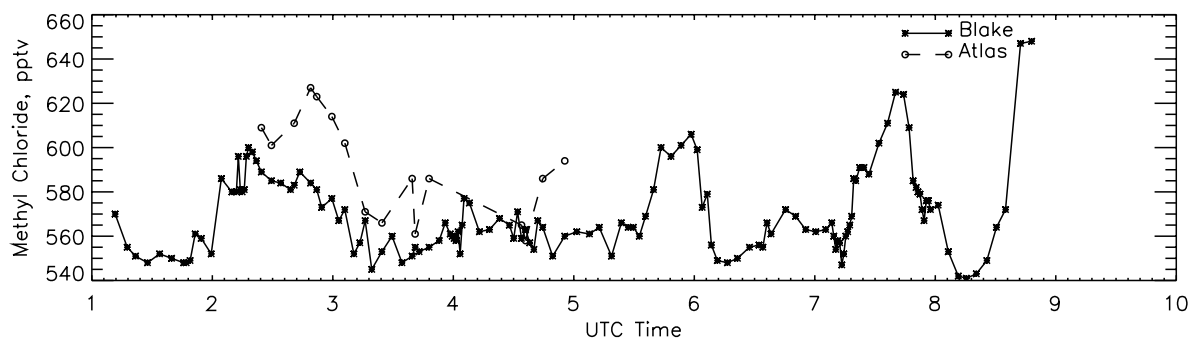
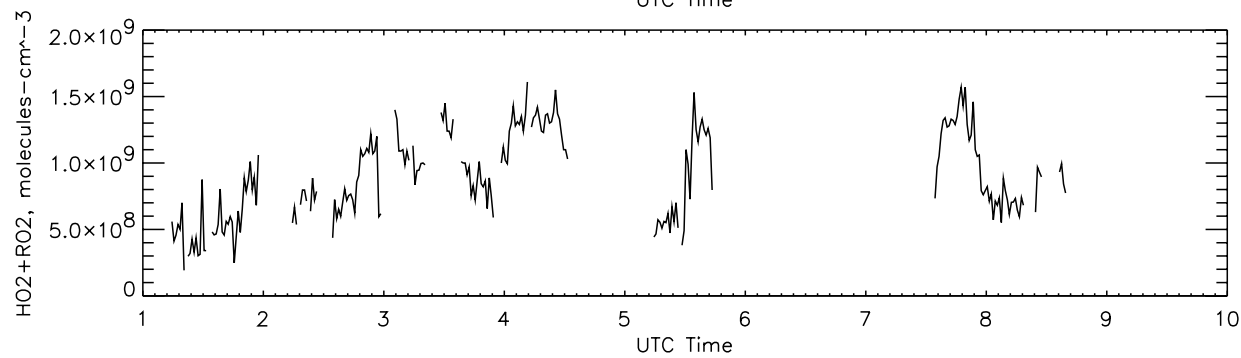
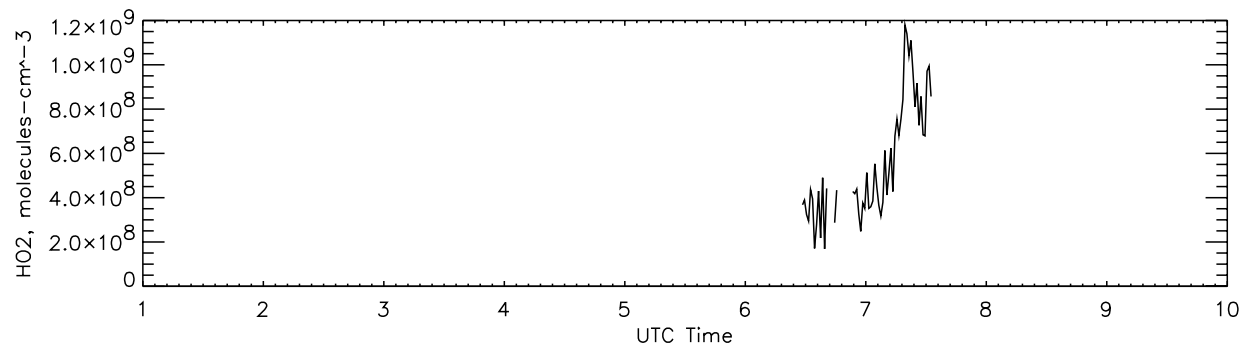
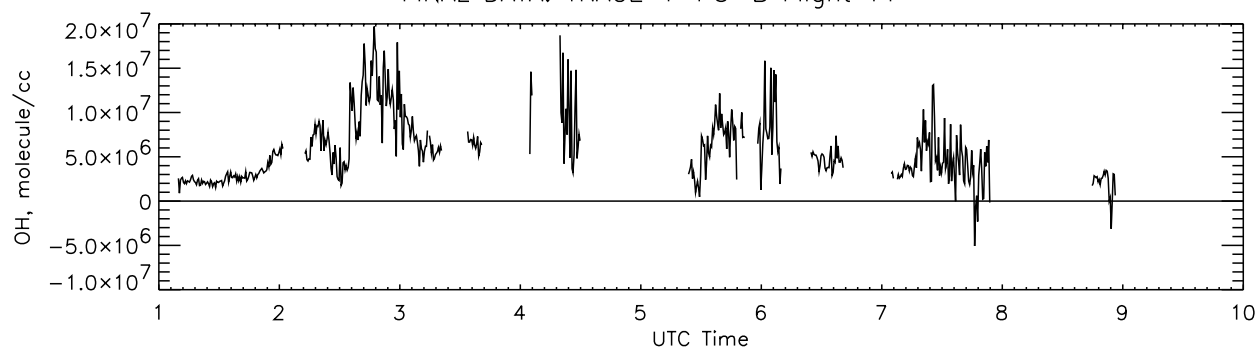
FINAL DATA: TRACE-P P3-B Flight 11



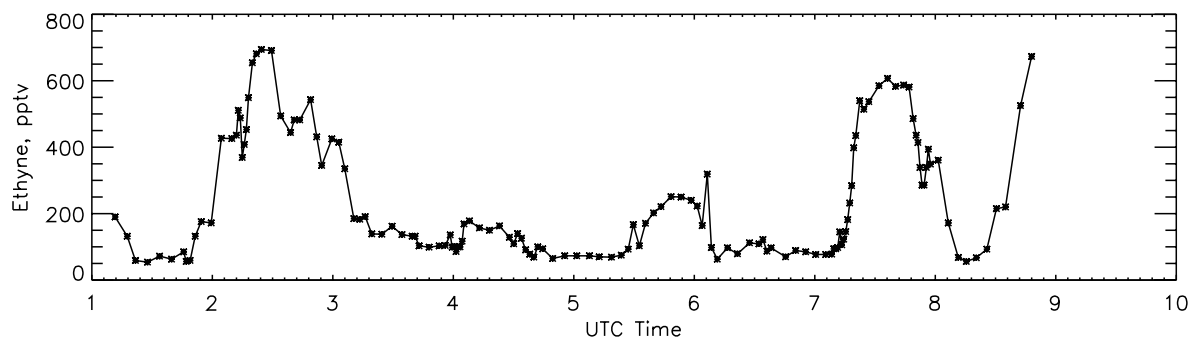
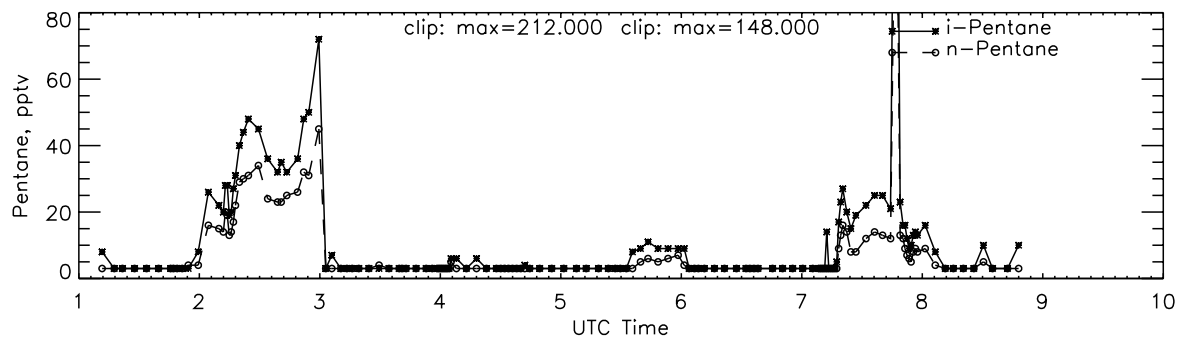
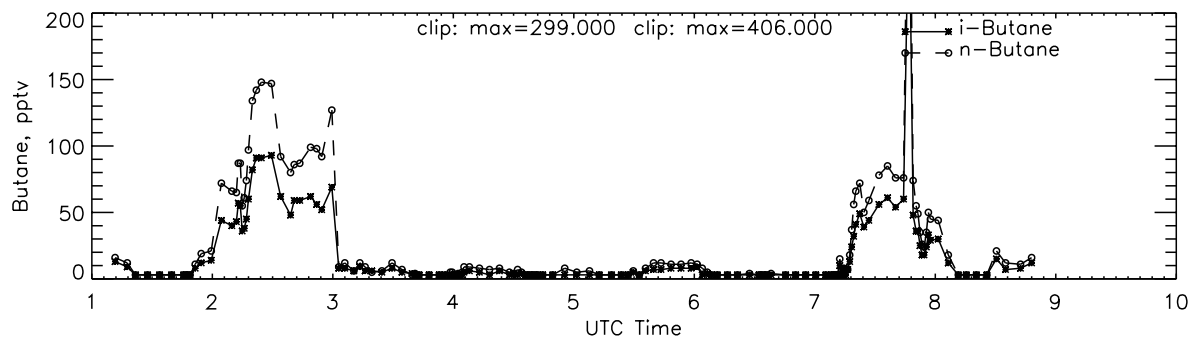
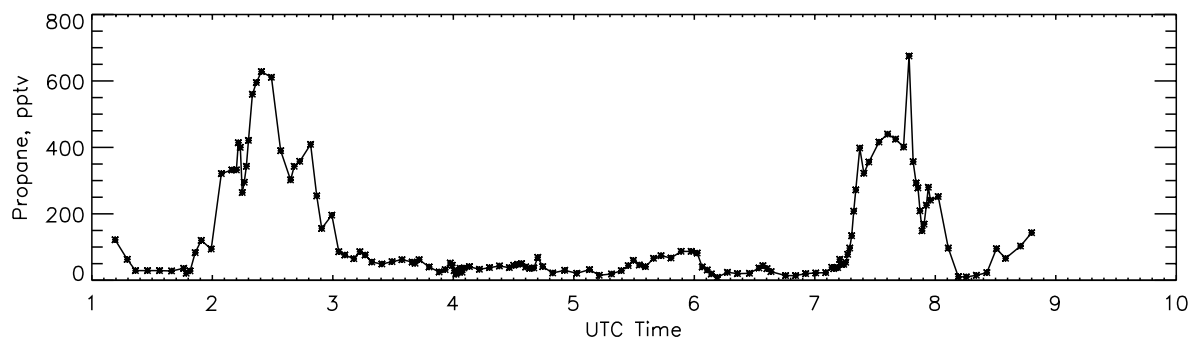
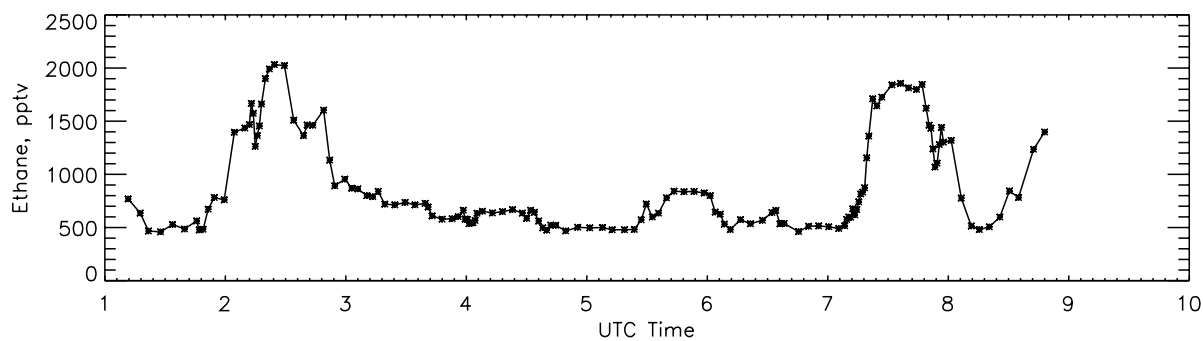
# FINAL DATA: TRACE-P P3-B Flight 11



# FINAL DATA: TRACE-P P3-B Flight 11

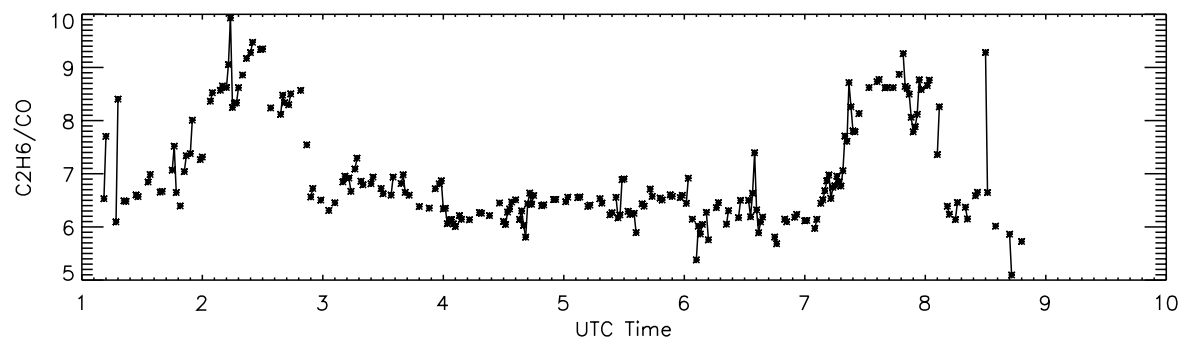
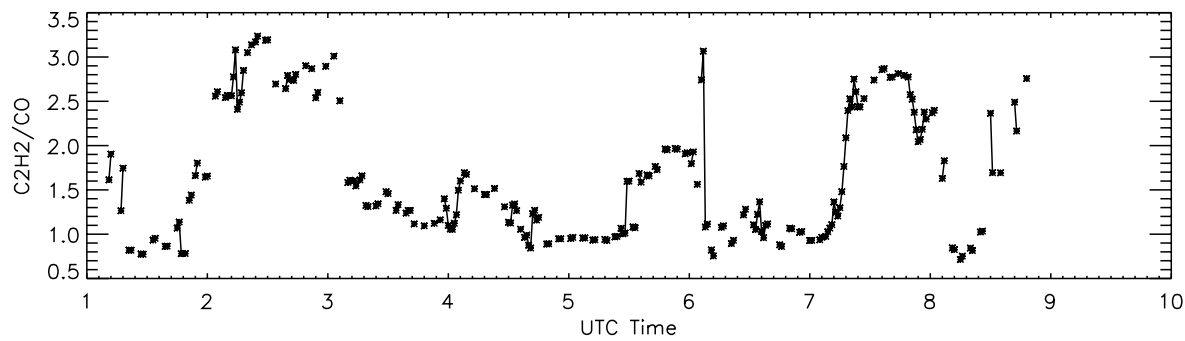
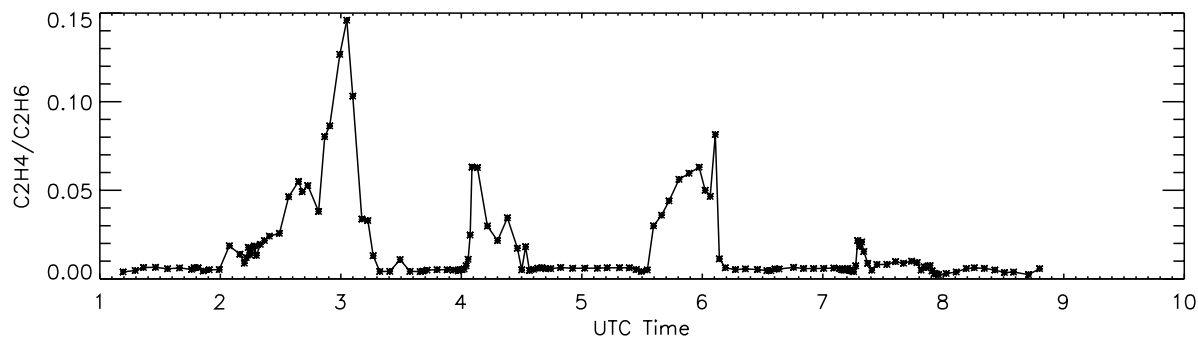
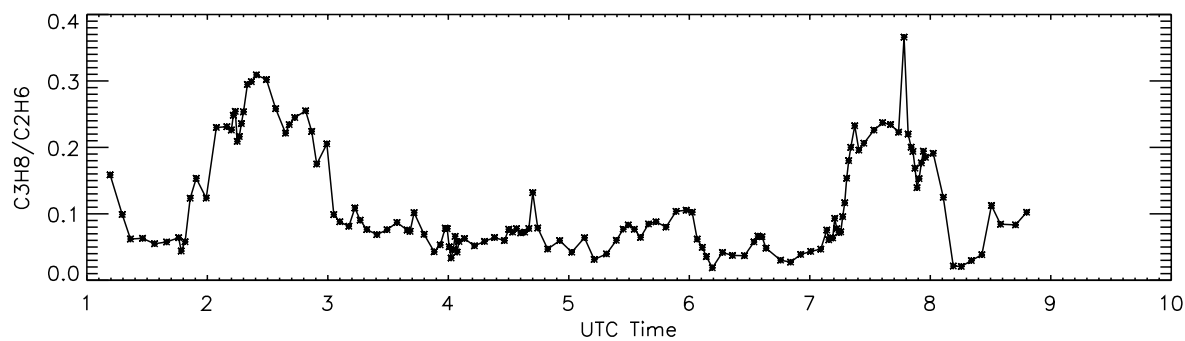
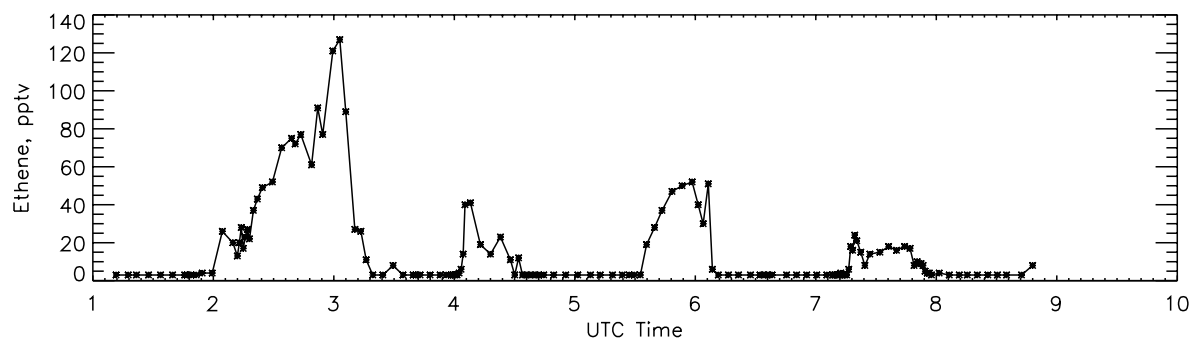


# FINAL DATA: TRACE-P P3-B Flight 11

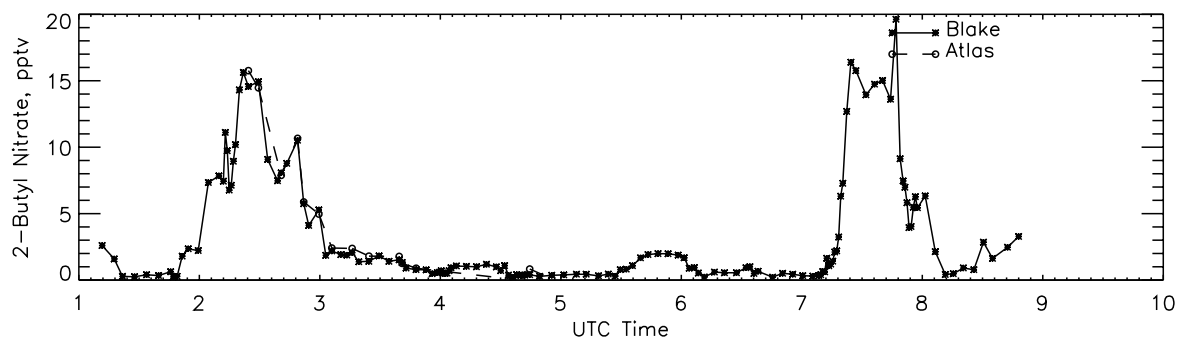
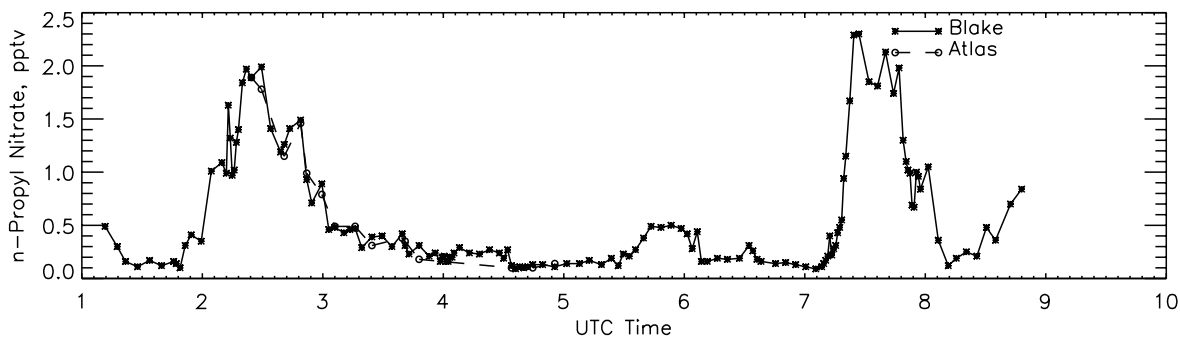
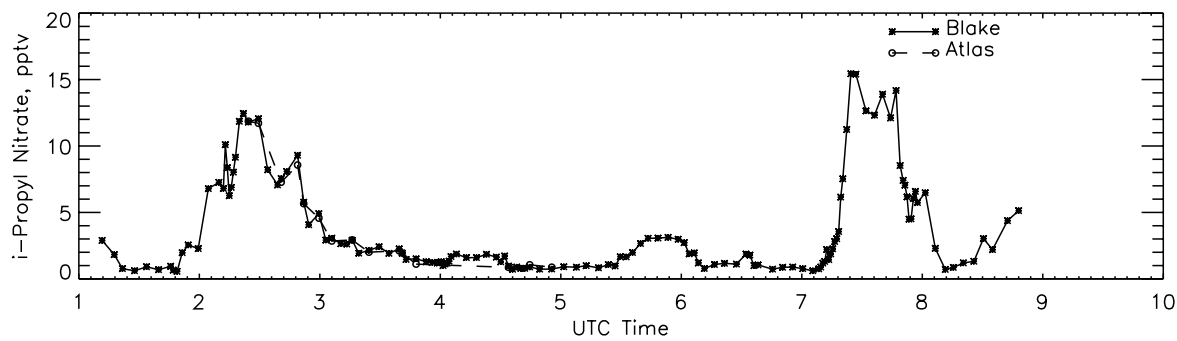
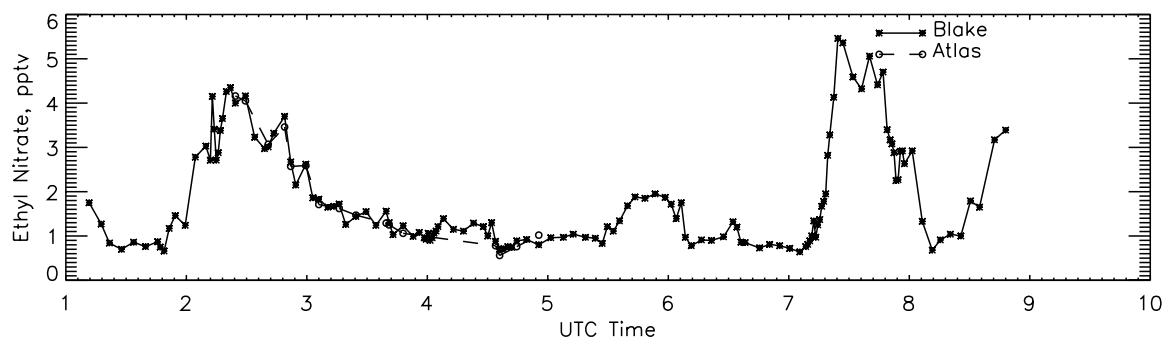
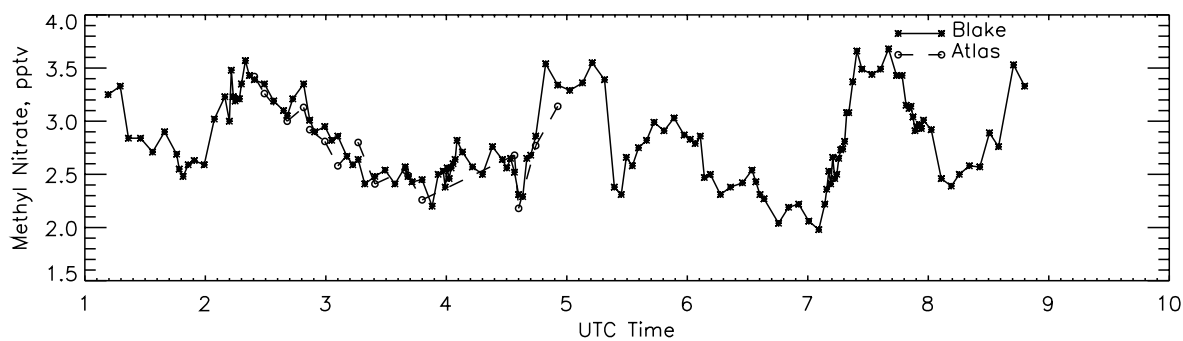




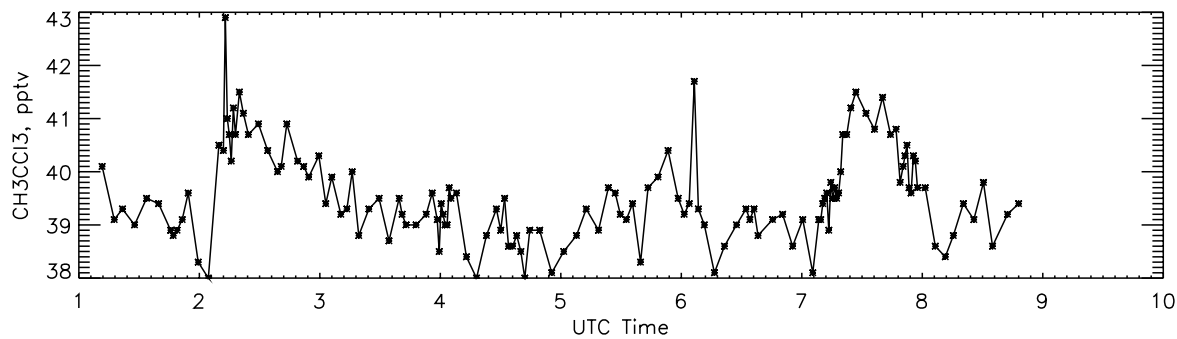
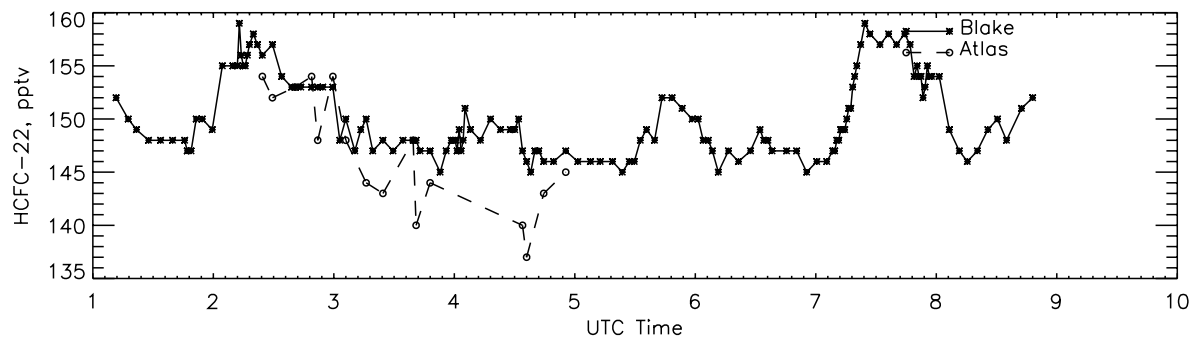
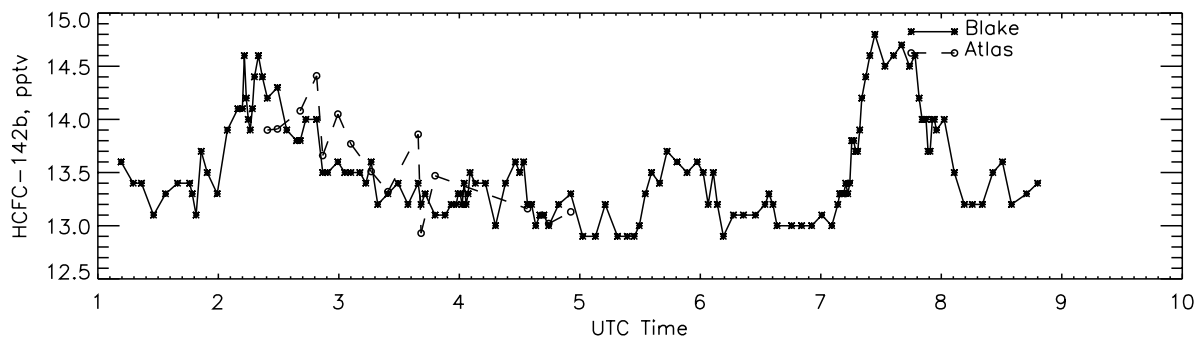
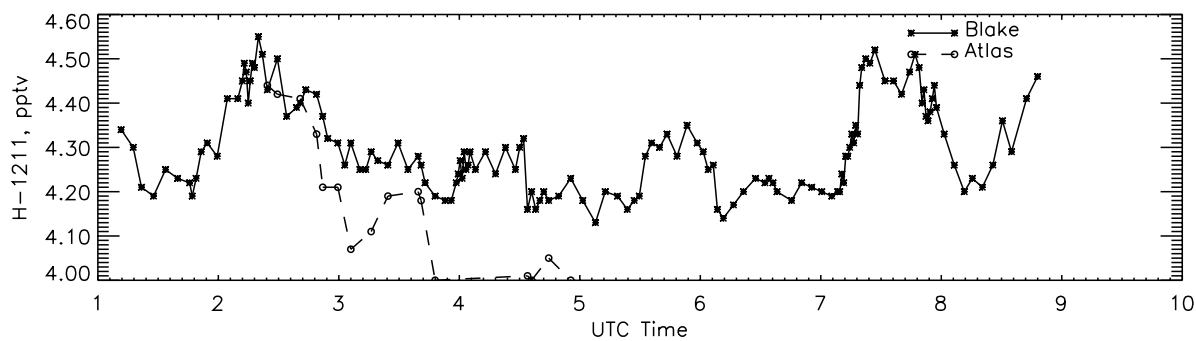
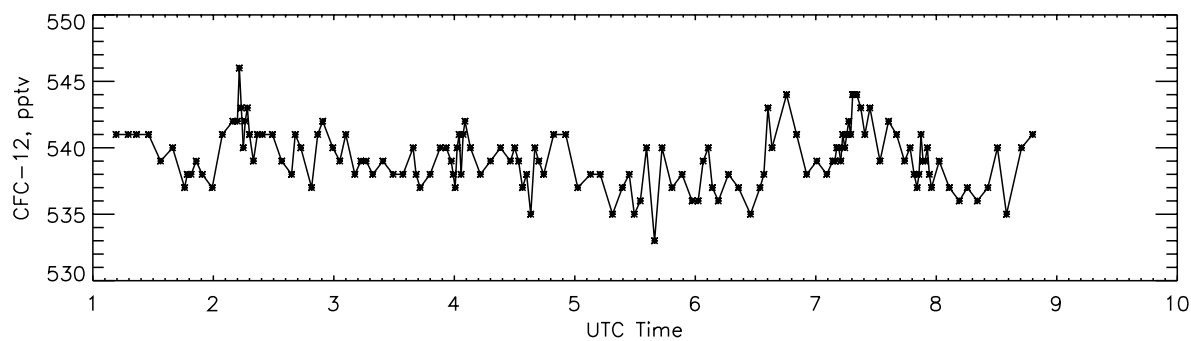
# FINAL DATA: TRACE-P P3-B Flight 11



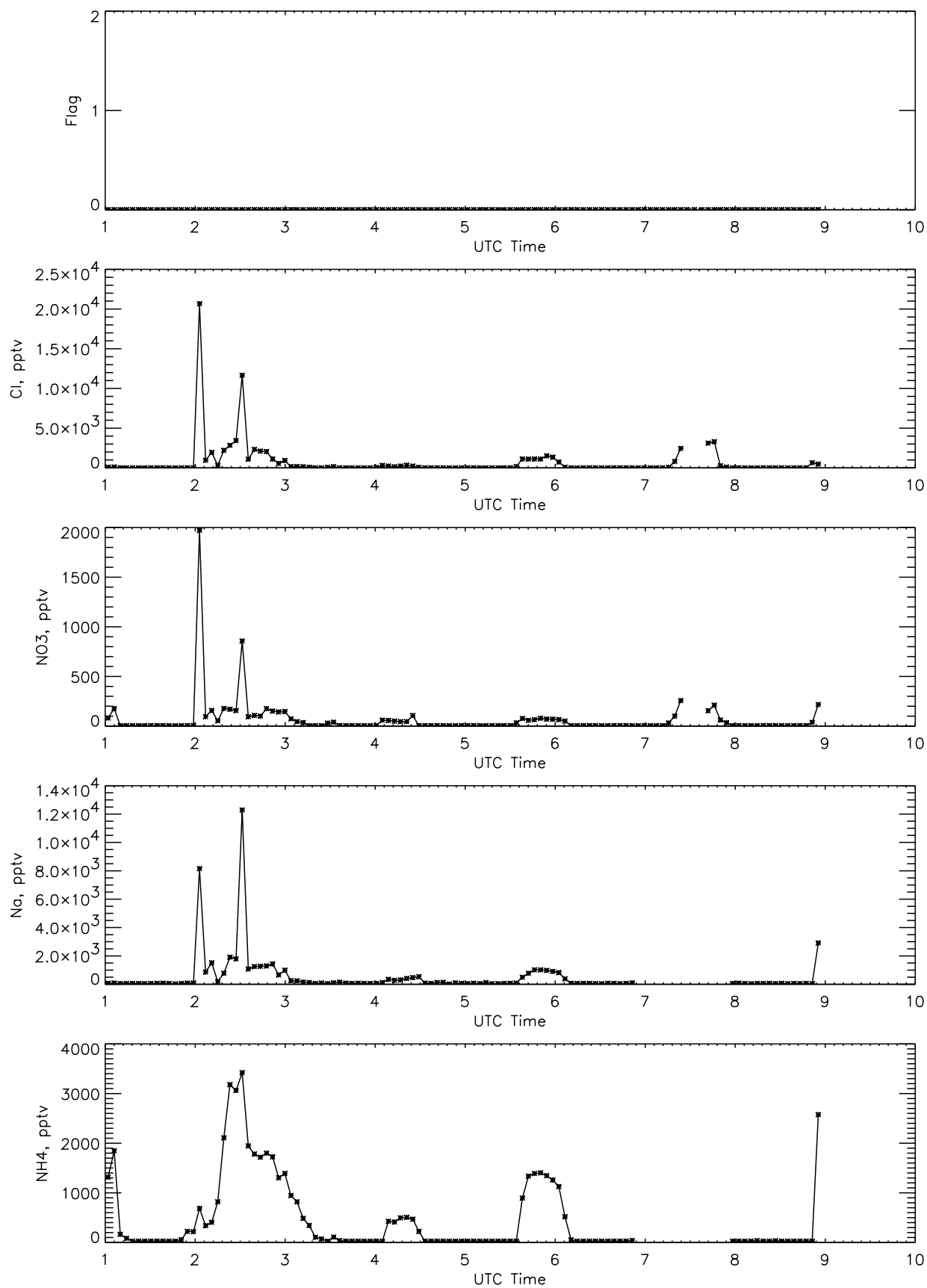
# FINAL DATA: TRACE-P P3-B Flight 11



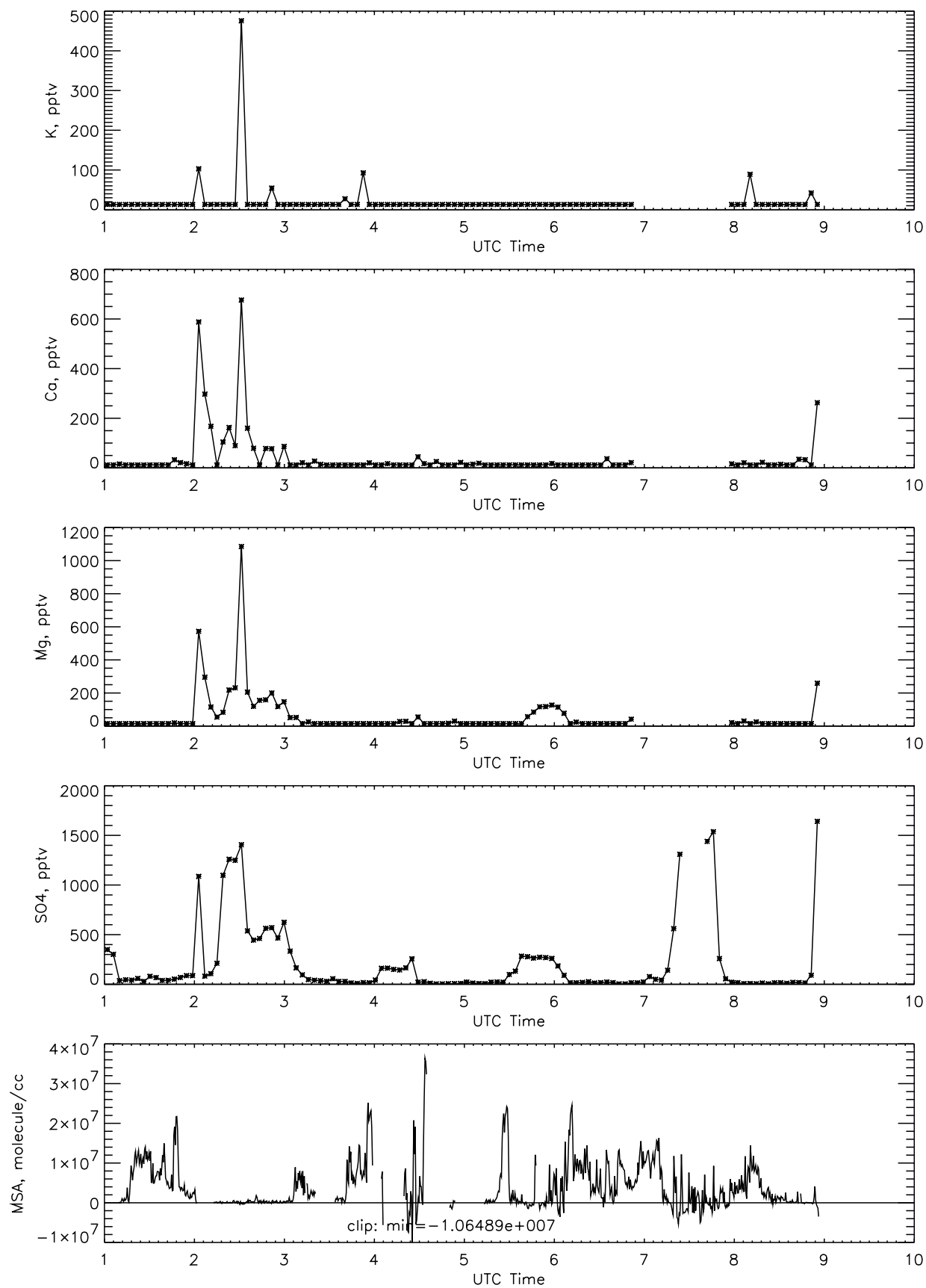
# FINAL DATA: TRACE-P P3-B Flight 11



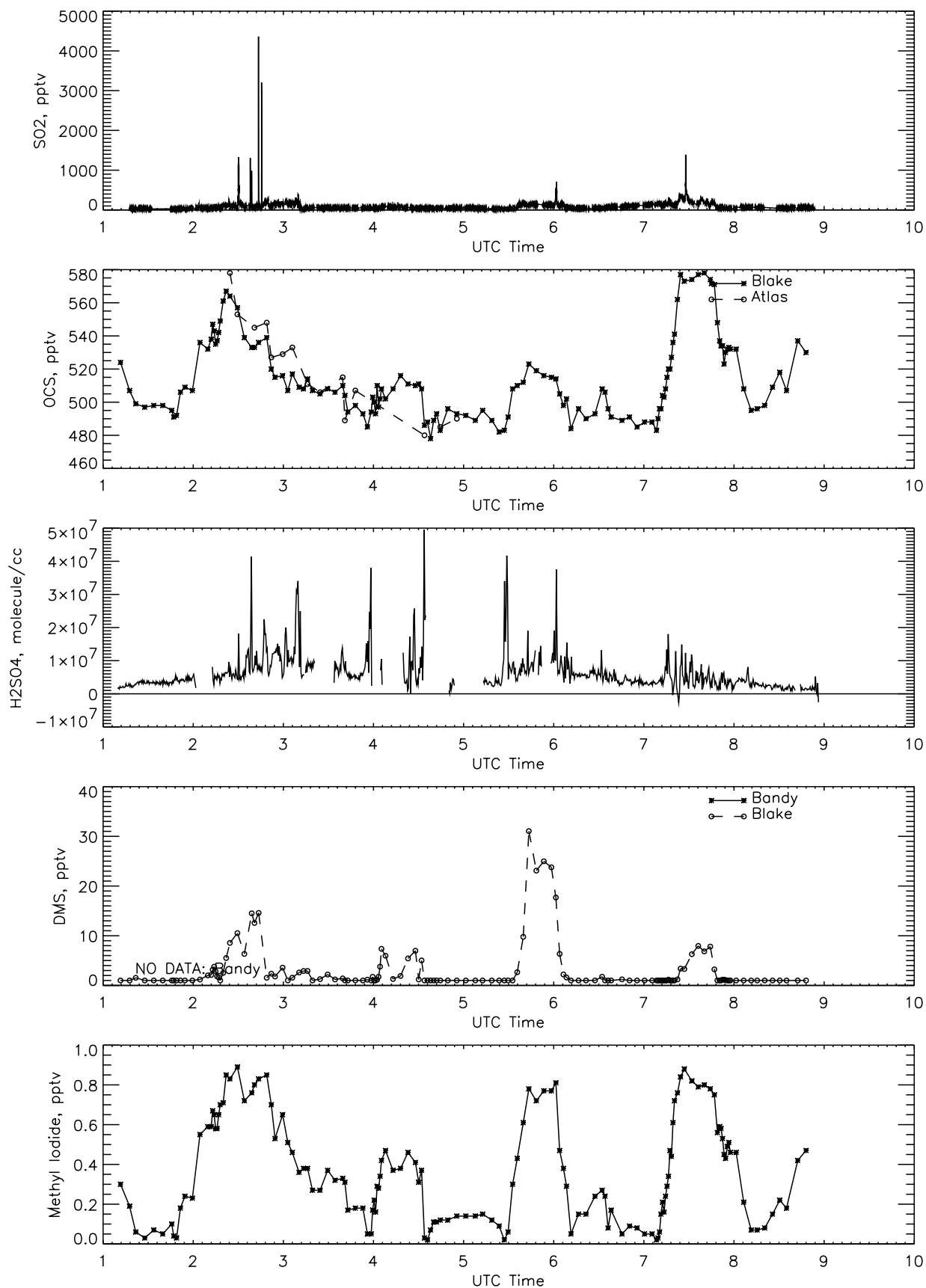
# FINAL DATA: TRACE-P P3-B Flight 11



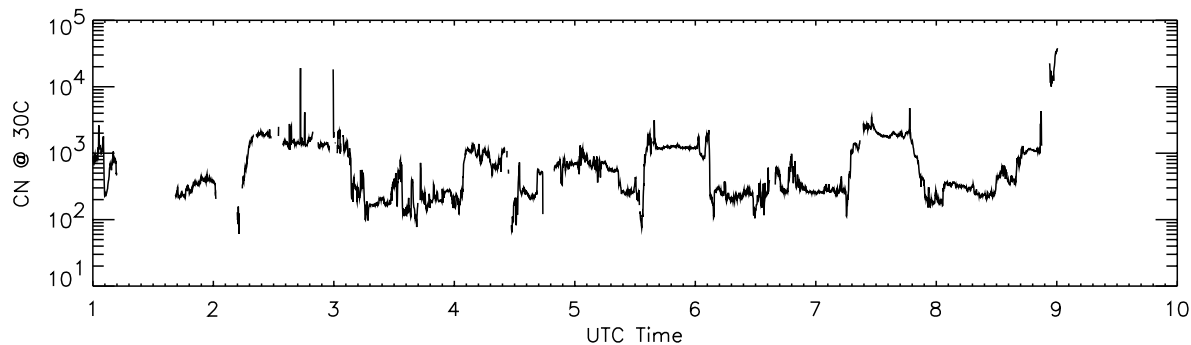
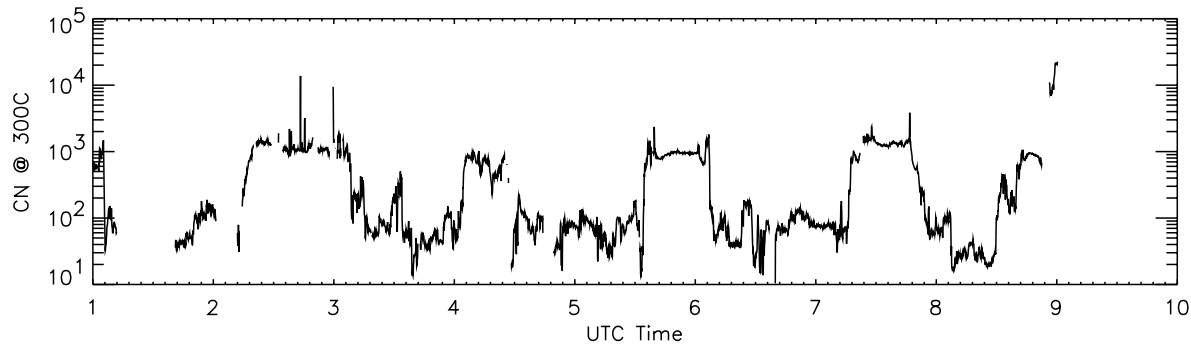
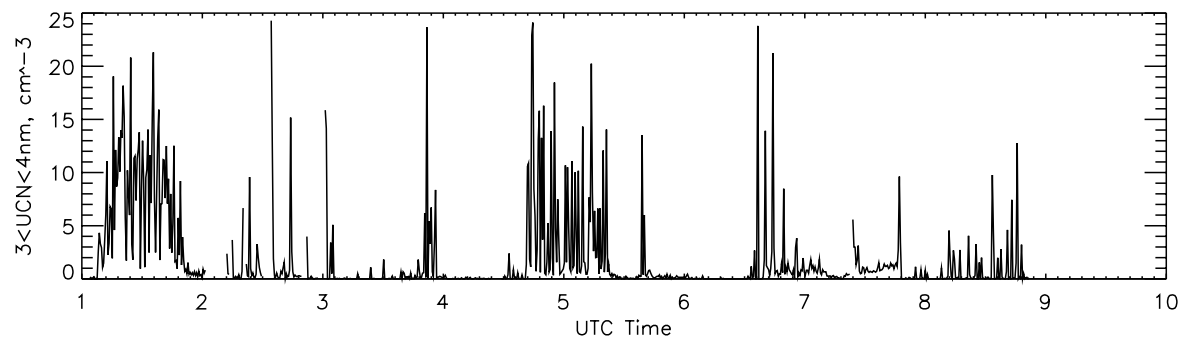
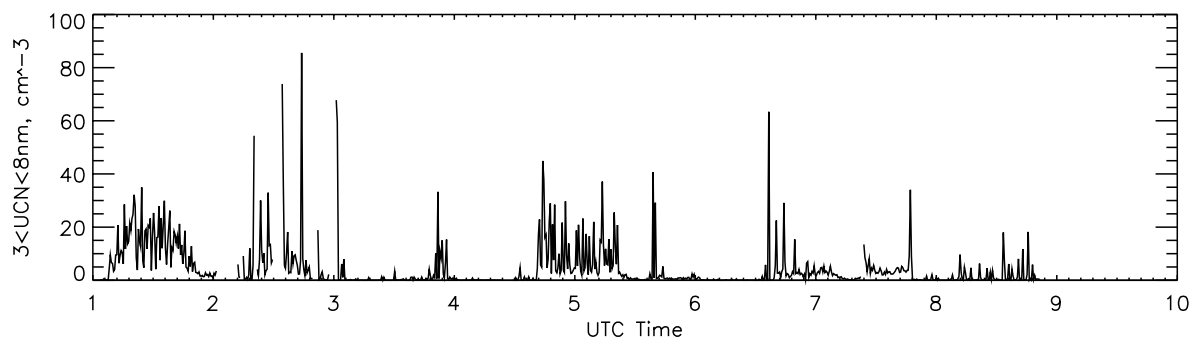
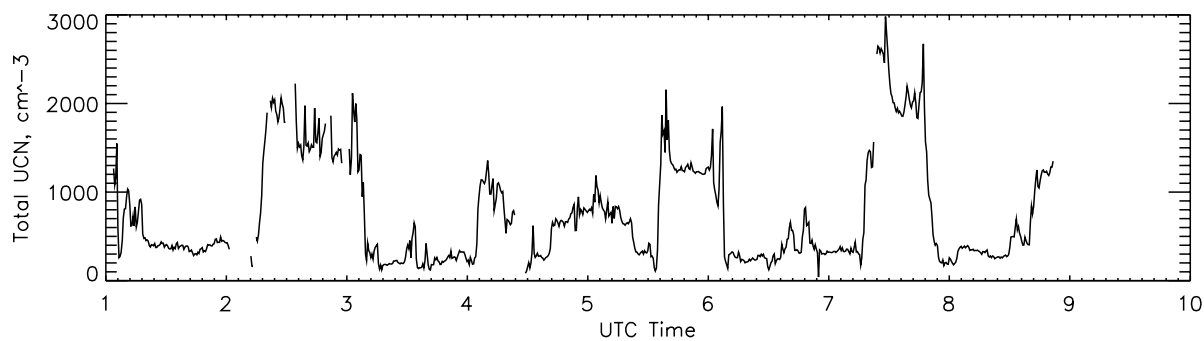
# FINAL DATA: TRACE-P P3-B Flight 11



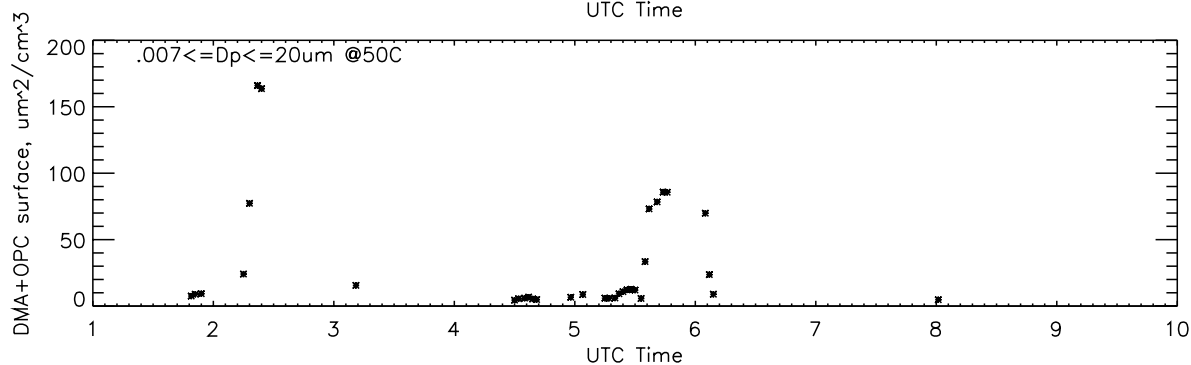
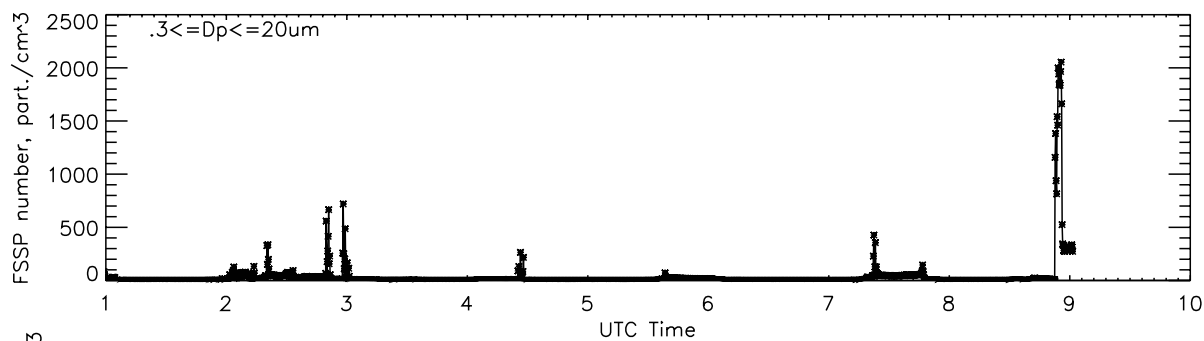
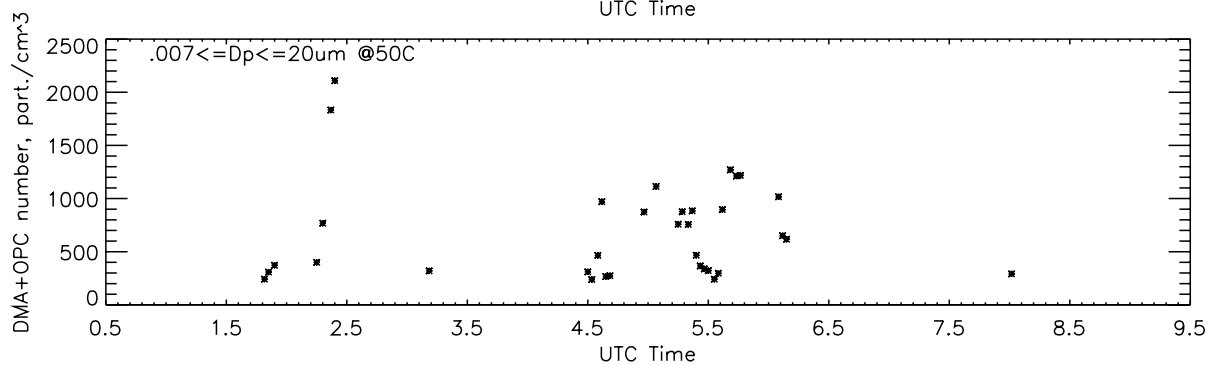
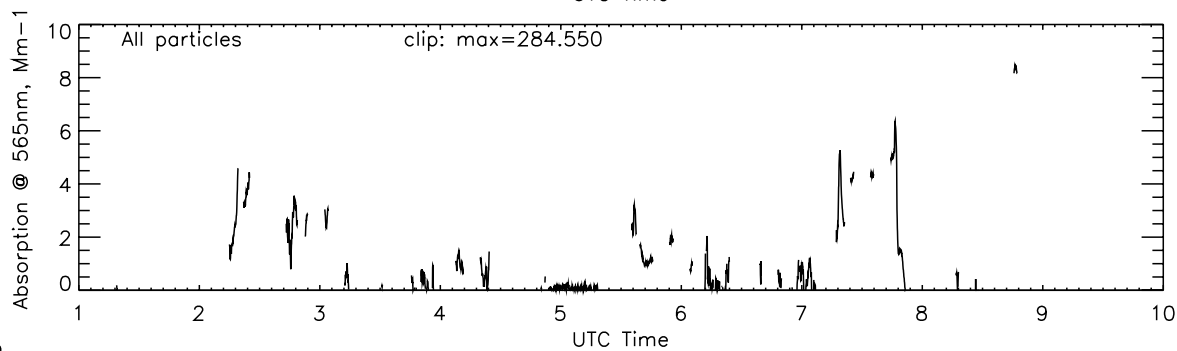
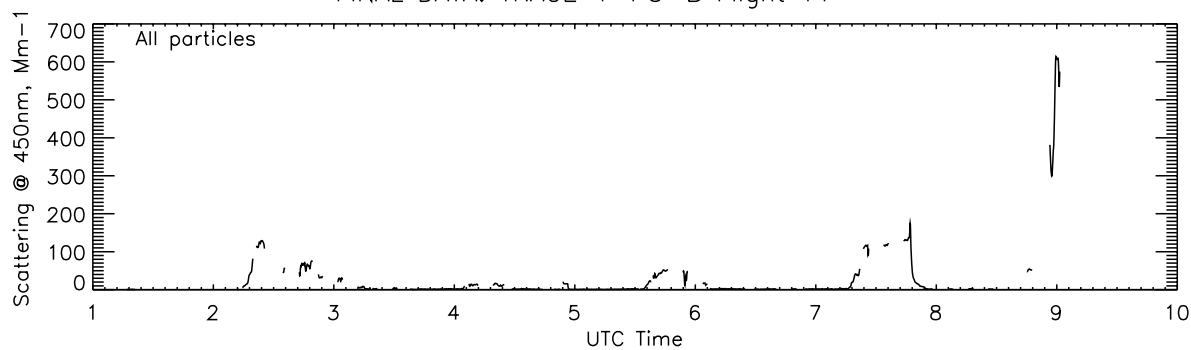
# FINAL DATA: TRACE-P P3-B Flight 11



# FINAL DATA: TRACE-P P3-B Flight 11

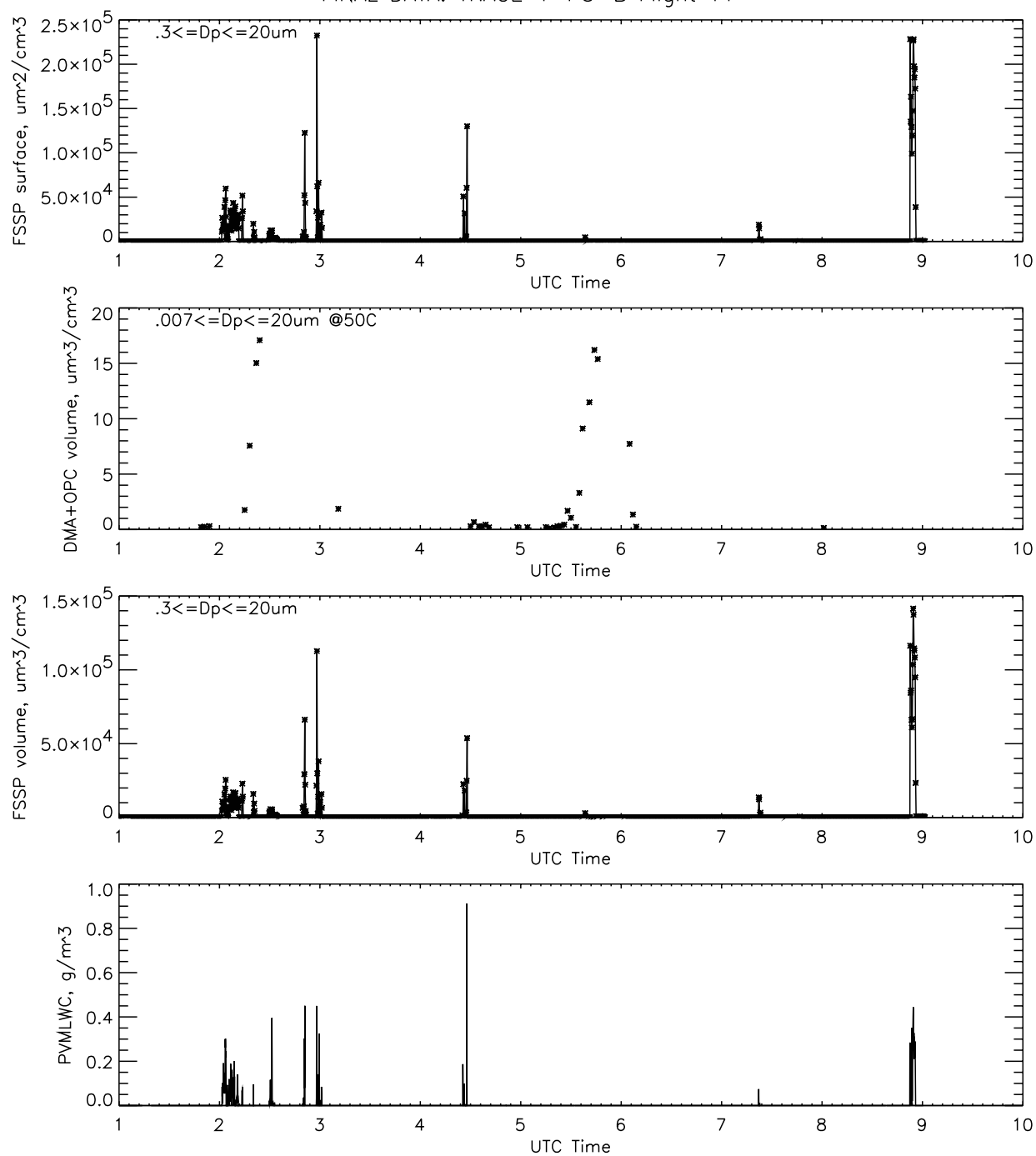


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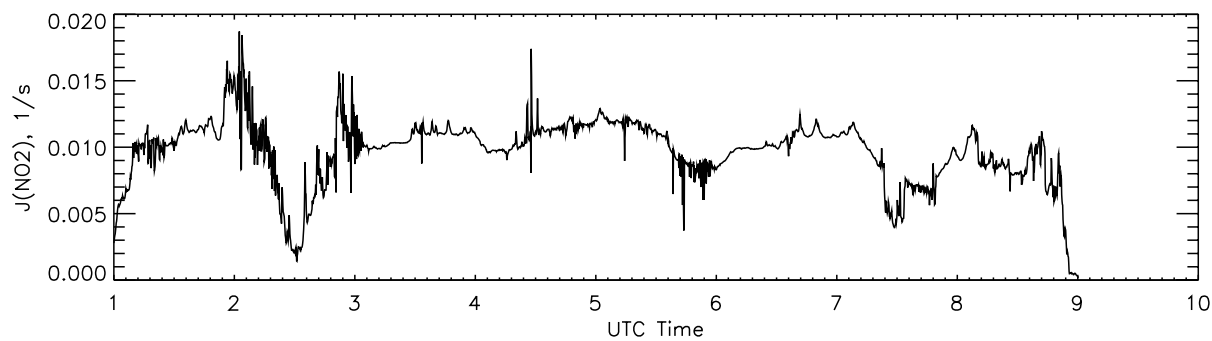
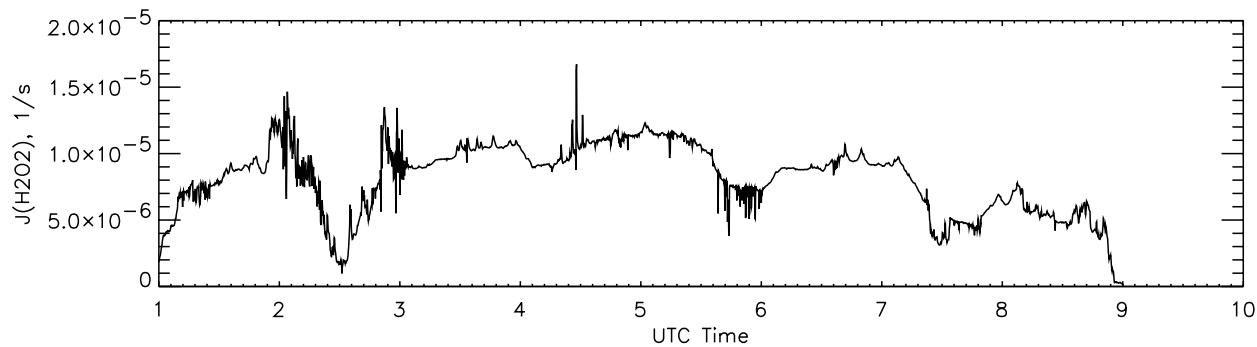
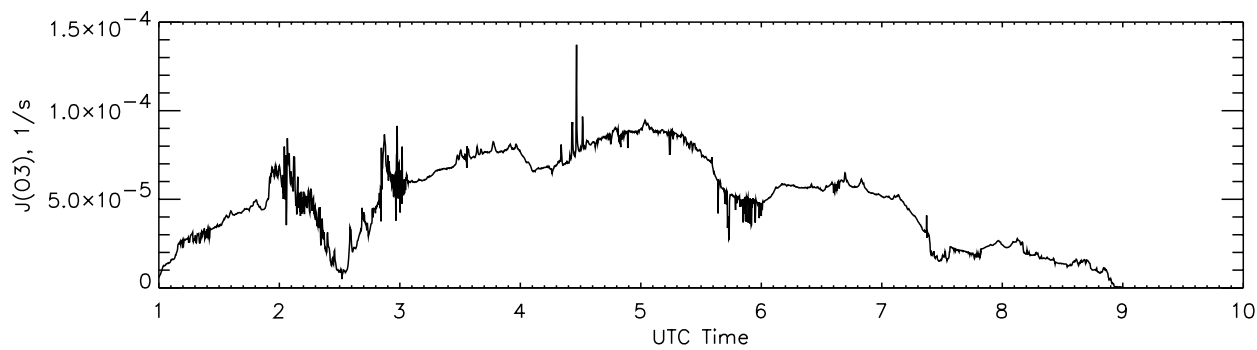
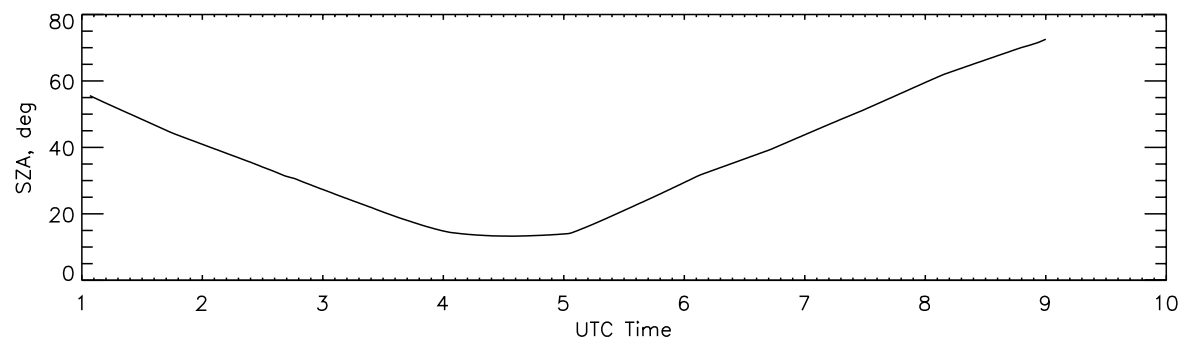
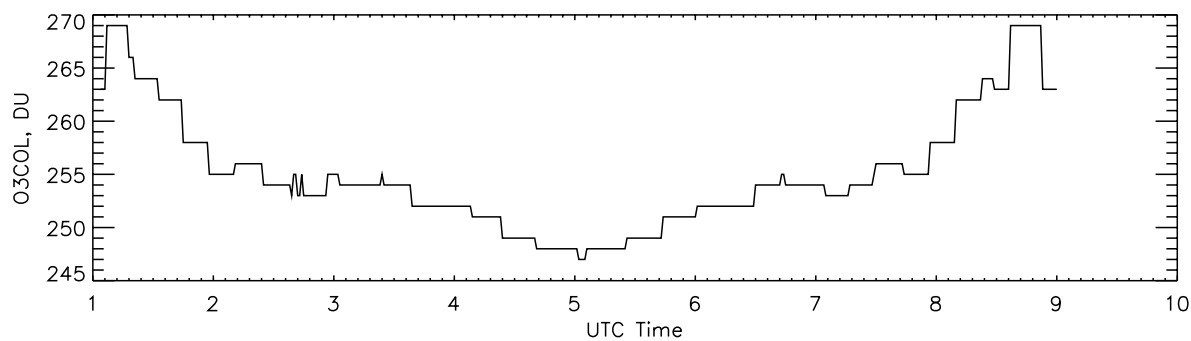


# FINAL DATA: TRACE-P P3-B Flight 11

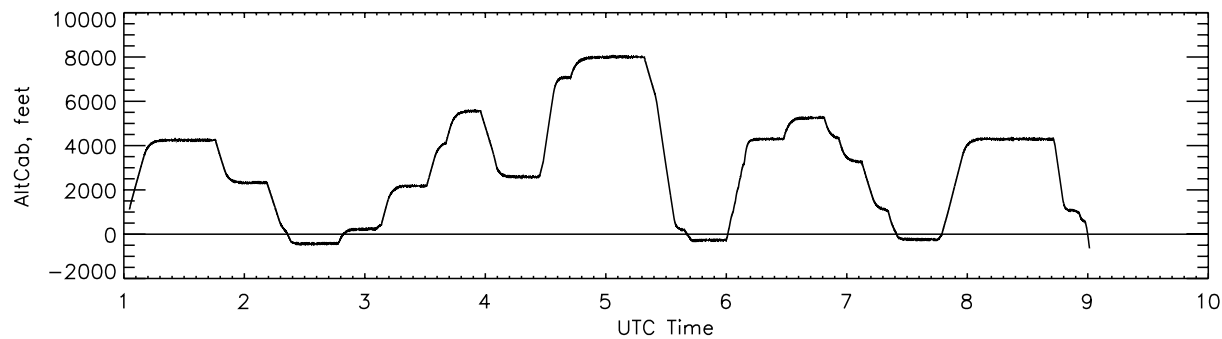
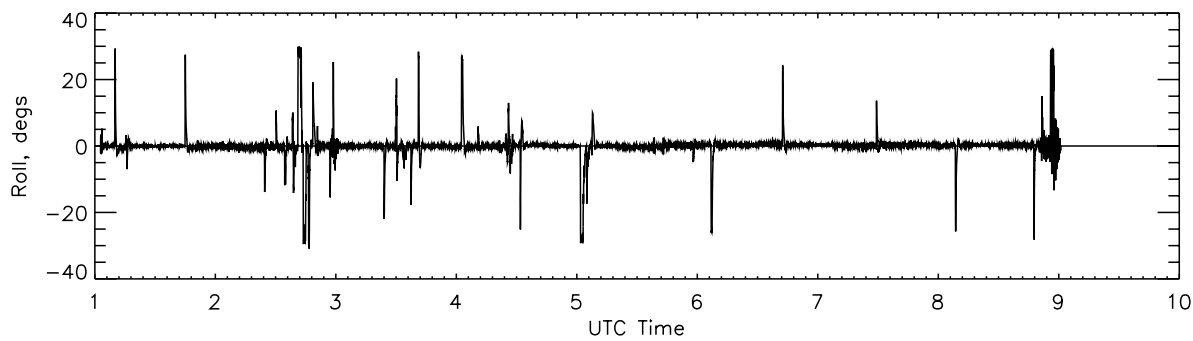
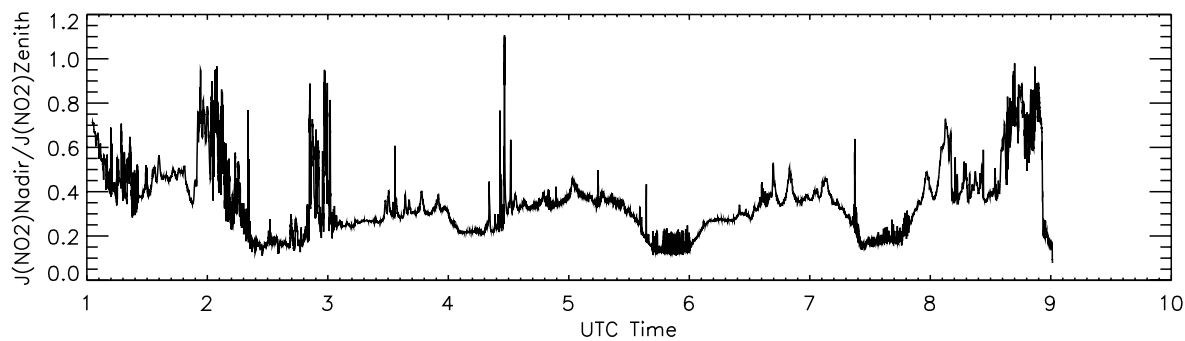
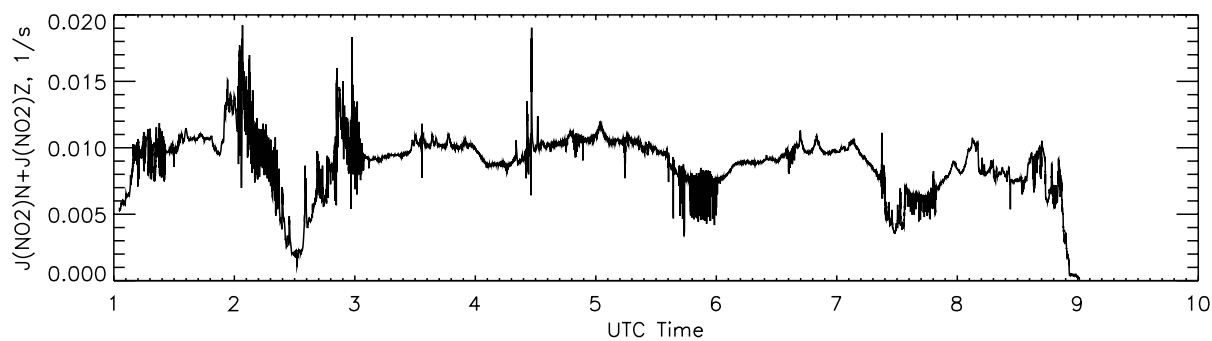


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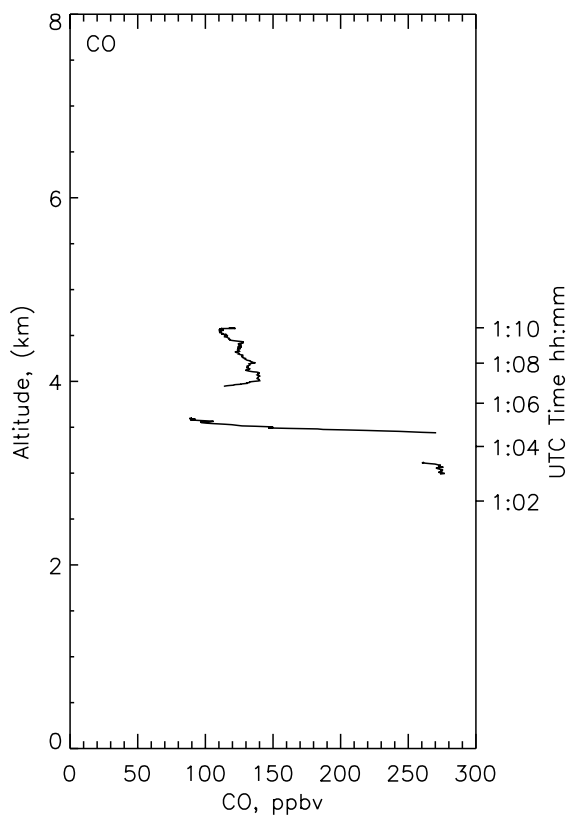
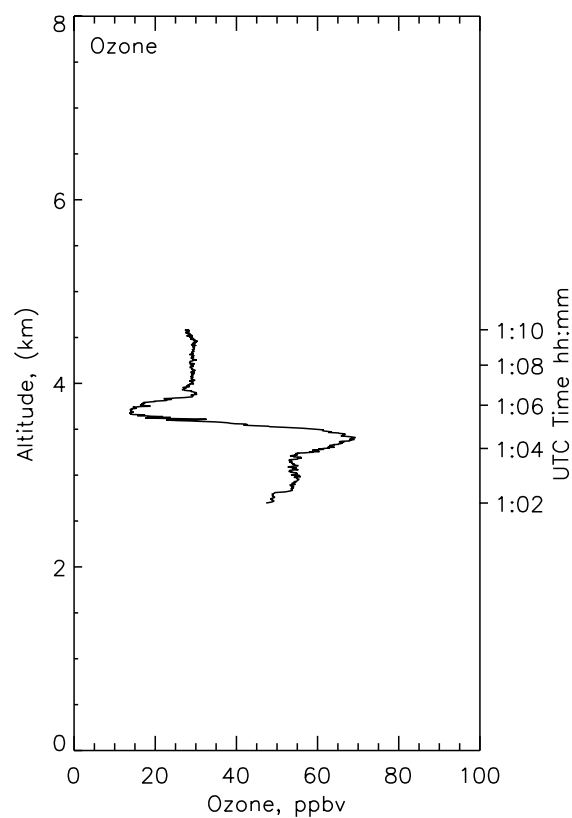
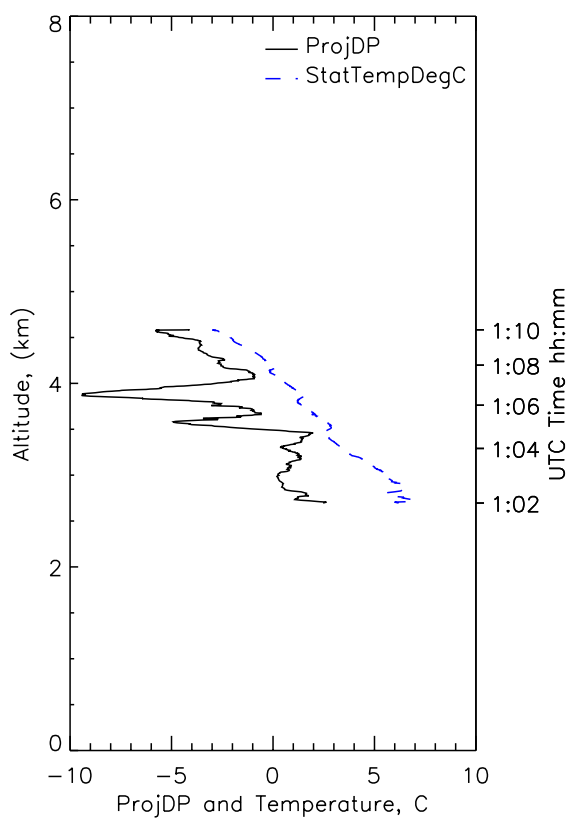
# FINAL DATA: TRACE-P P3-B Flight 11



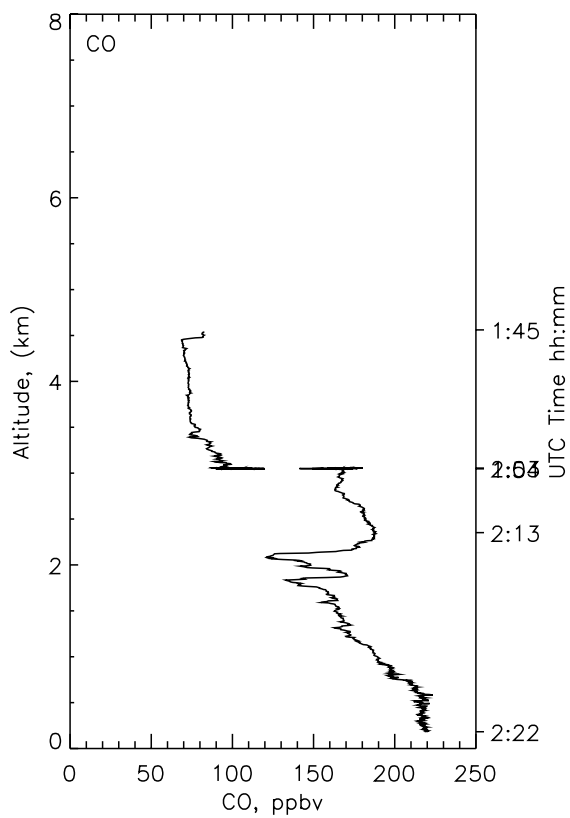
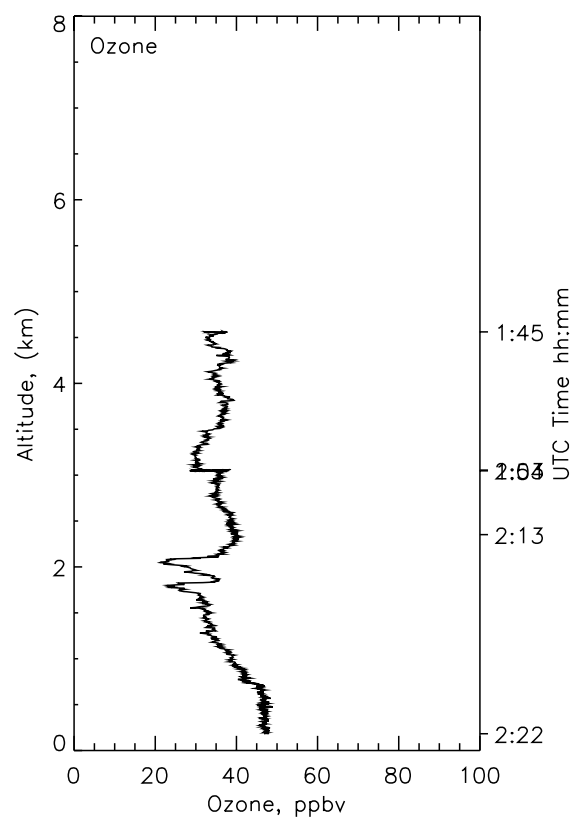
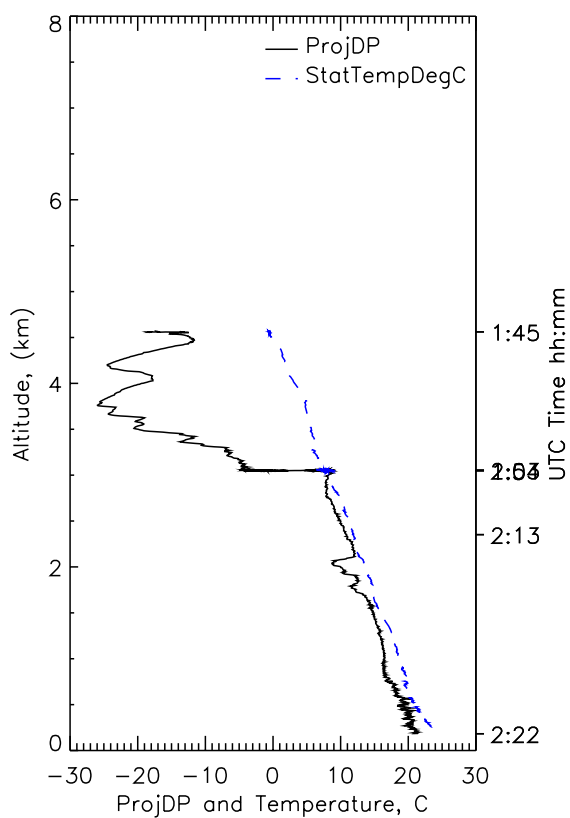
# FINAL DATA: TRACE-P P3-B Flight 11



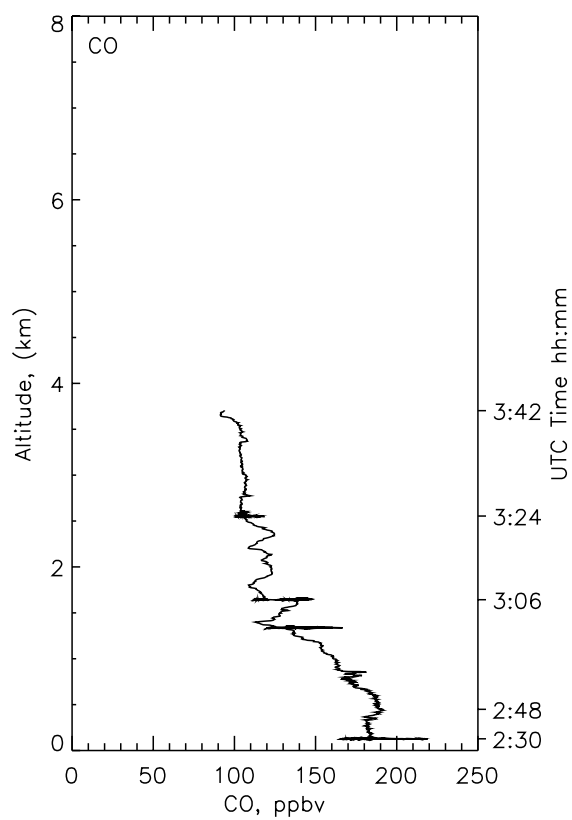
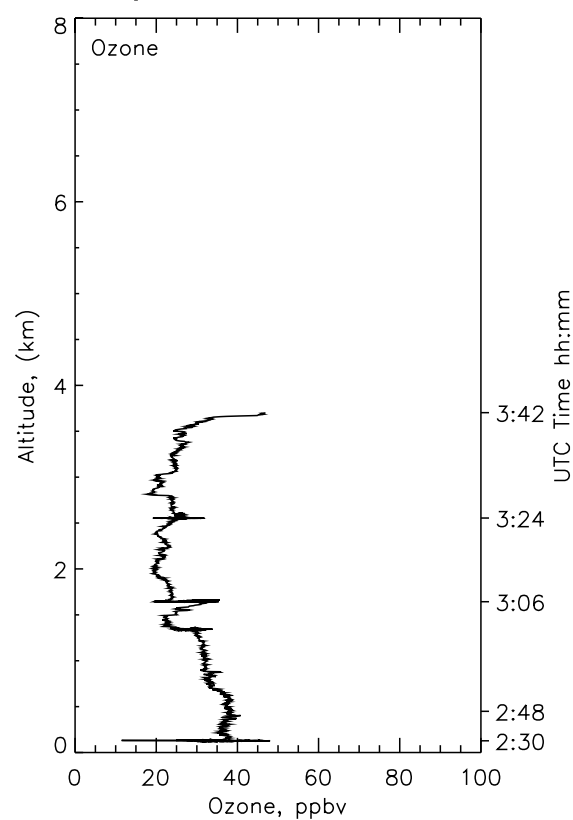
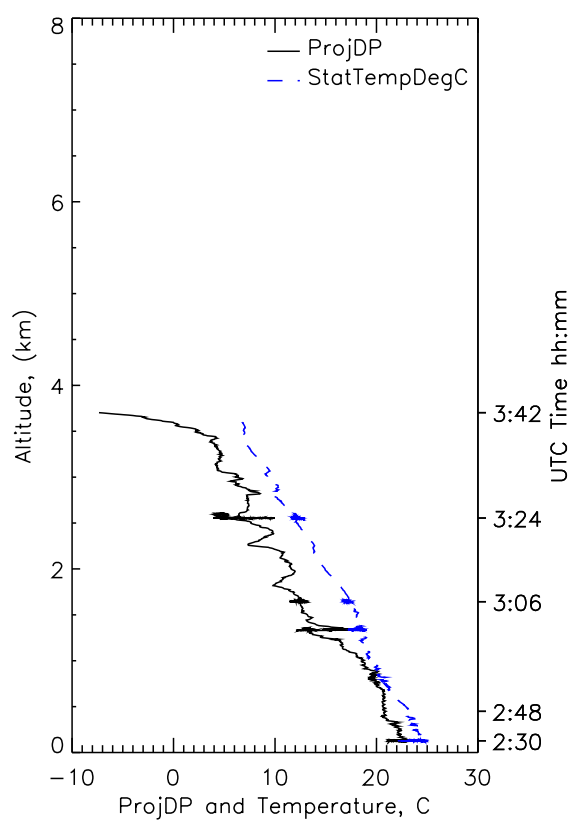
# Profile # 1 TRACE-P P3-B Flight 11



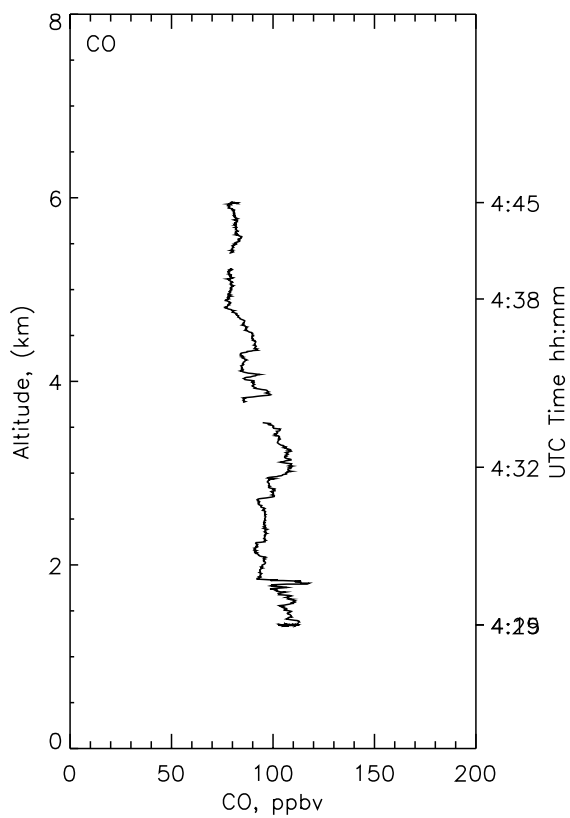
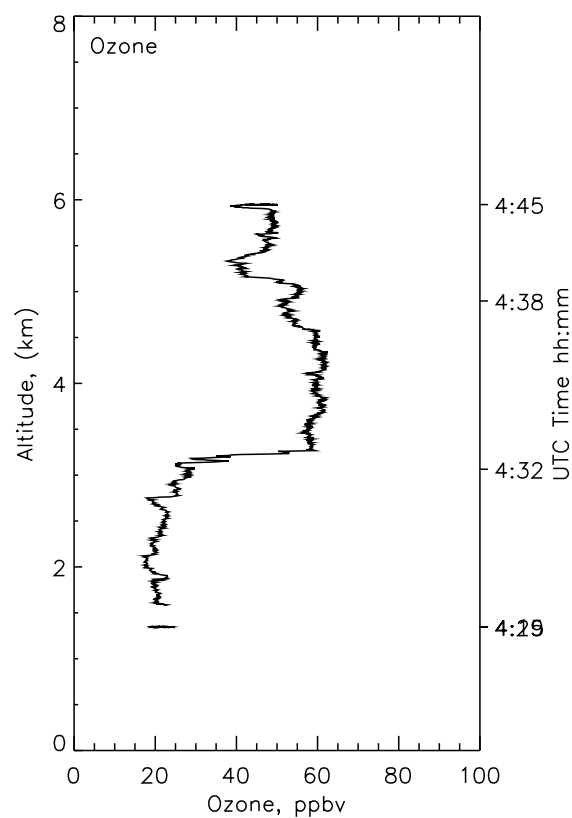
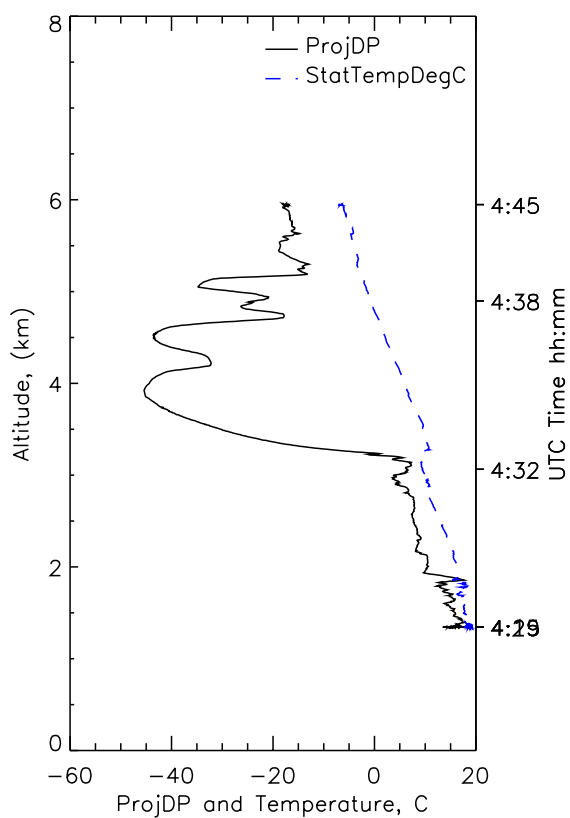
# Profile # 2 TRACE-P P3-B Flight 11



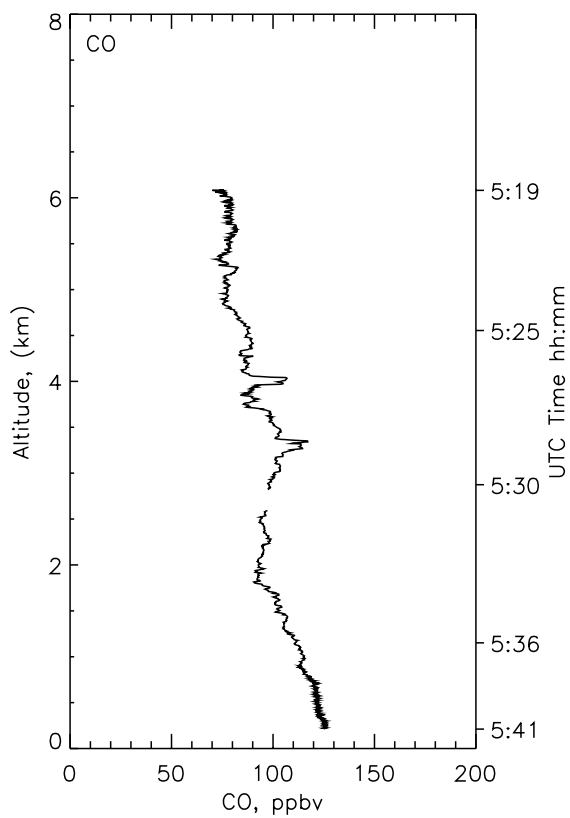
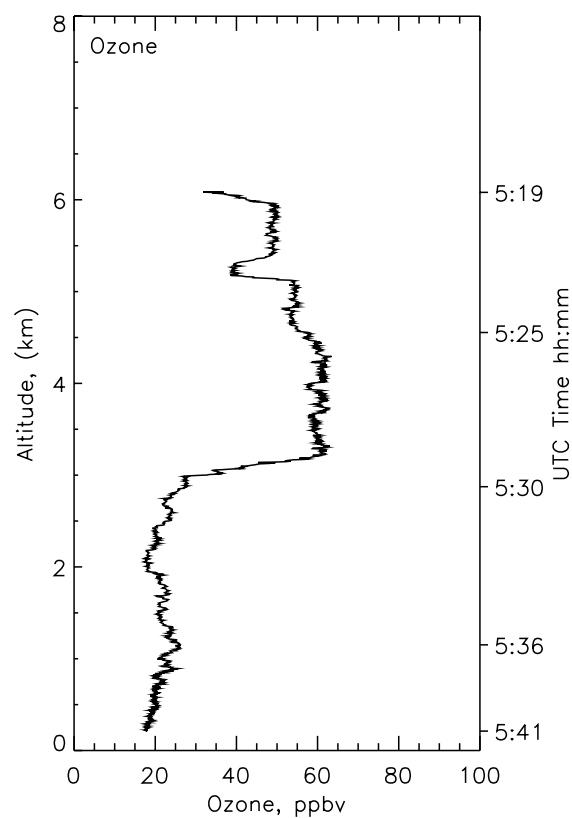
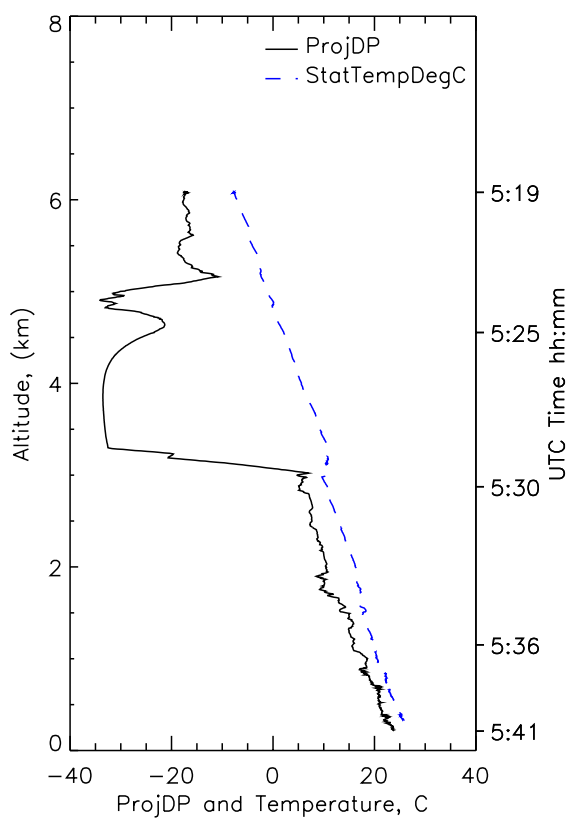
# Profile # 3 TRACE-P P3-B Flight 11



# Profile # 4 TRACE-P P3-B Flight 11

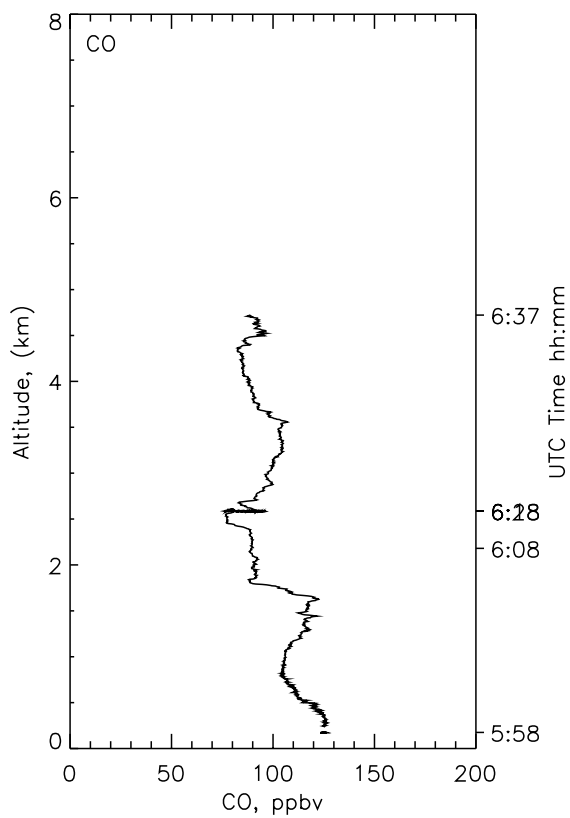
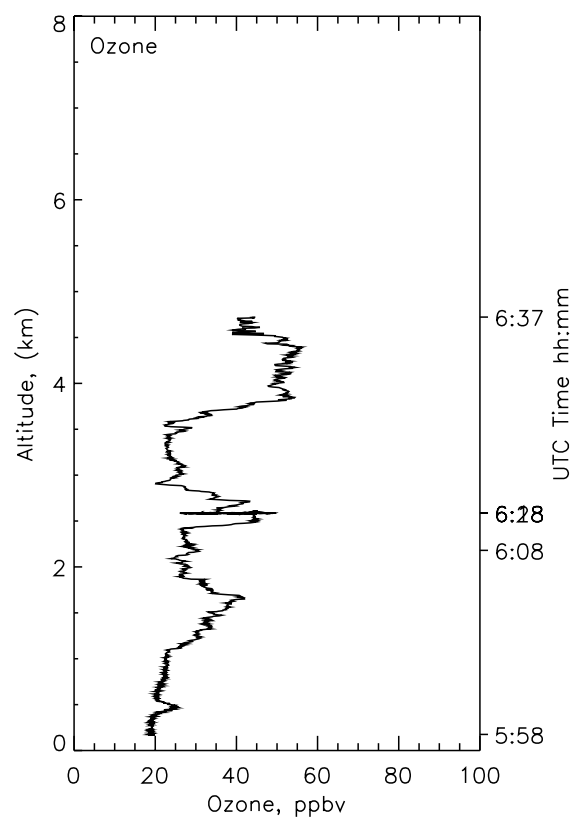
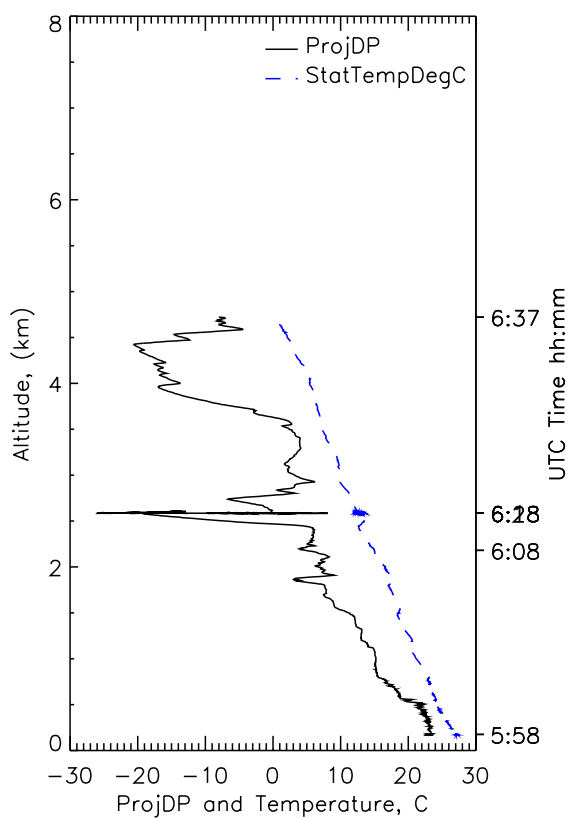


# Profile # 5 TRACE-P P3-B Flight 11

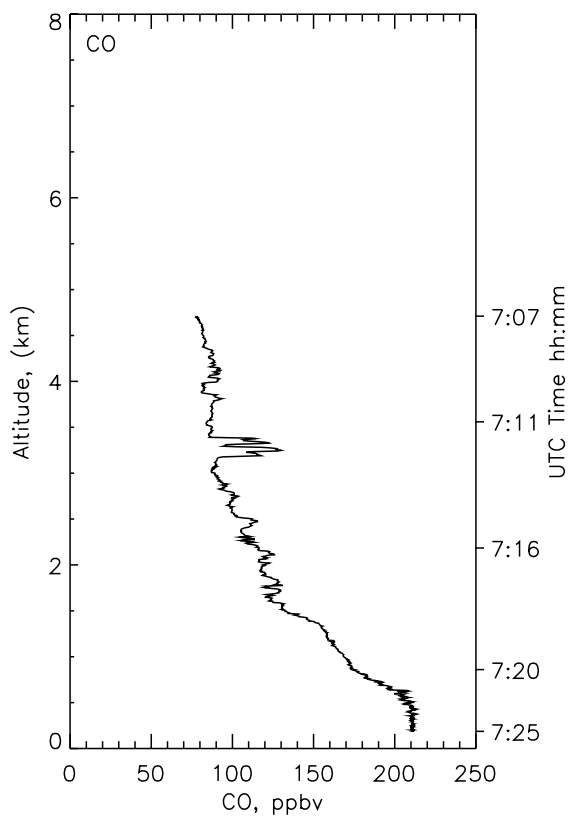
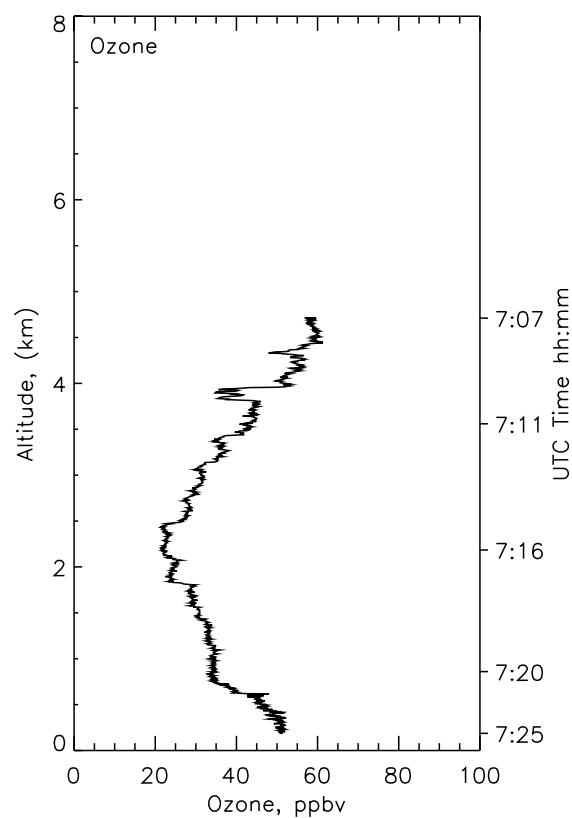
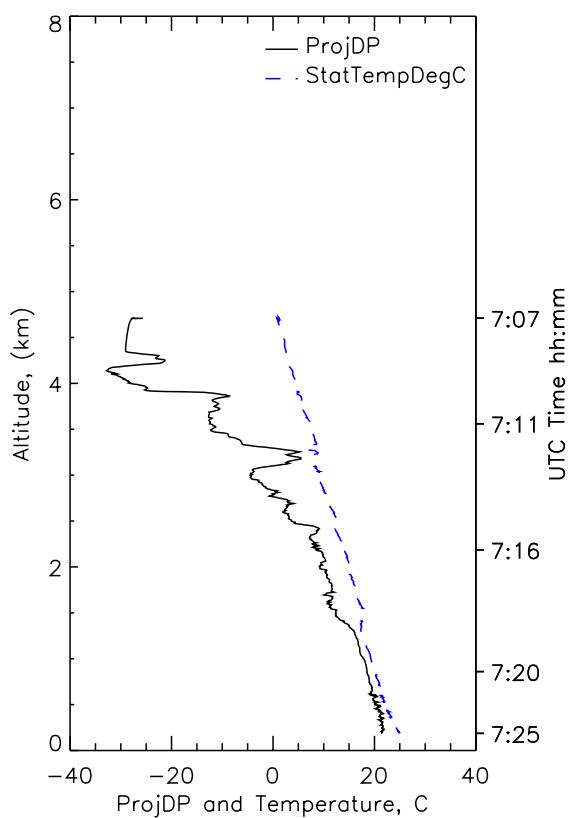




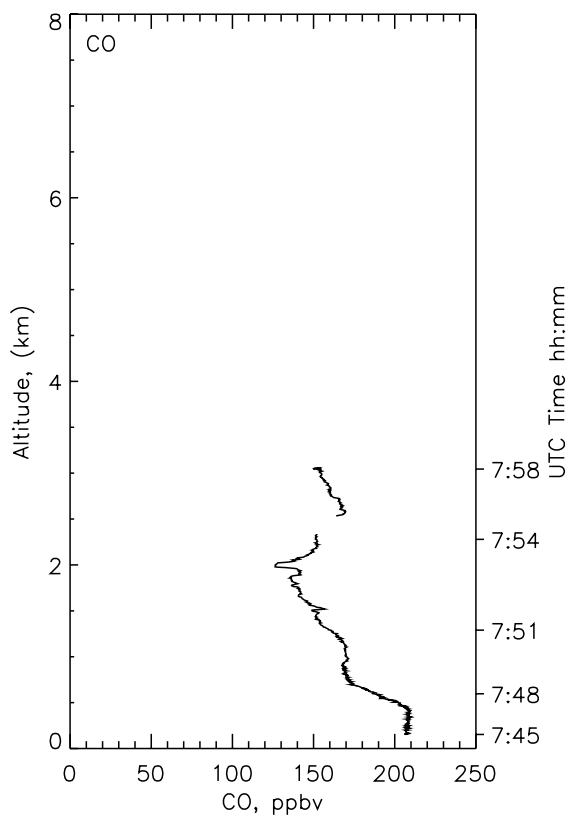
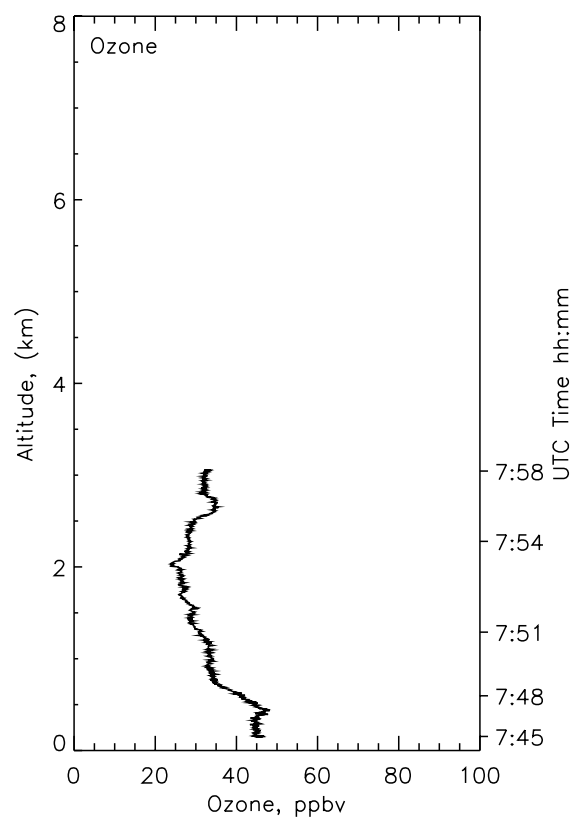
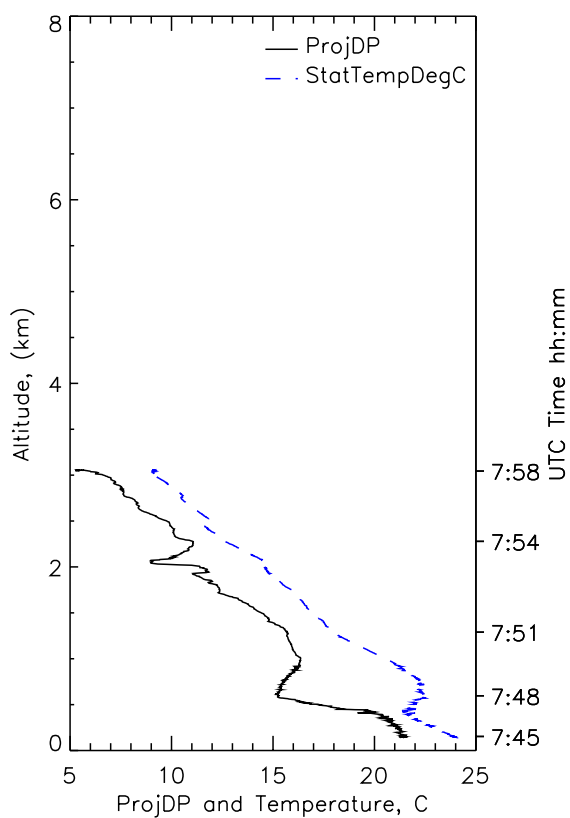
# Profile # 6 TRACE-P P3-B Flight 11



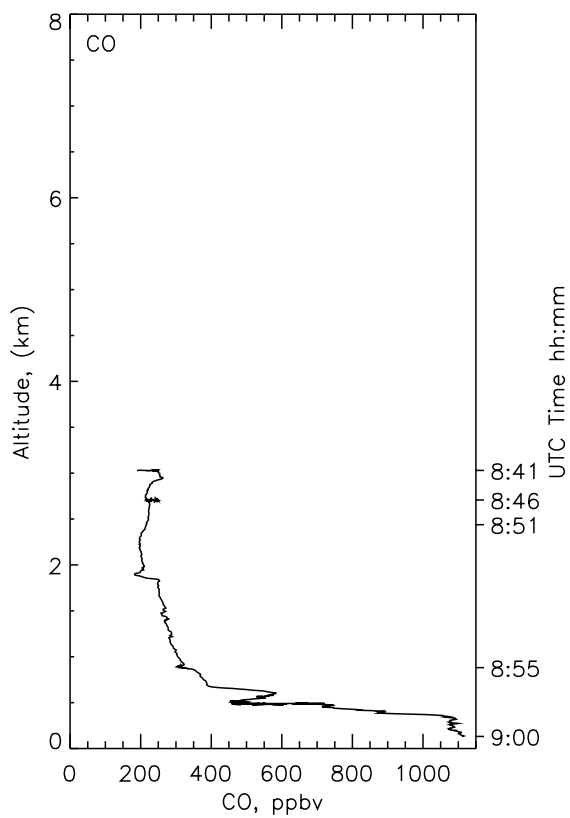
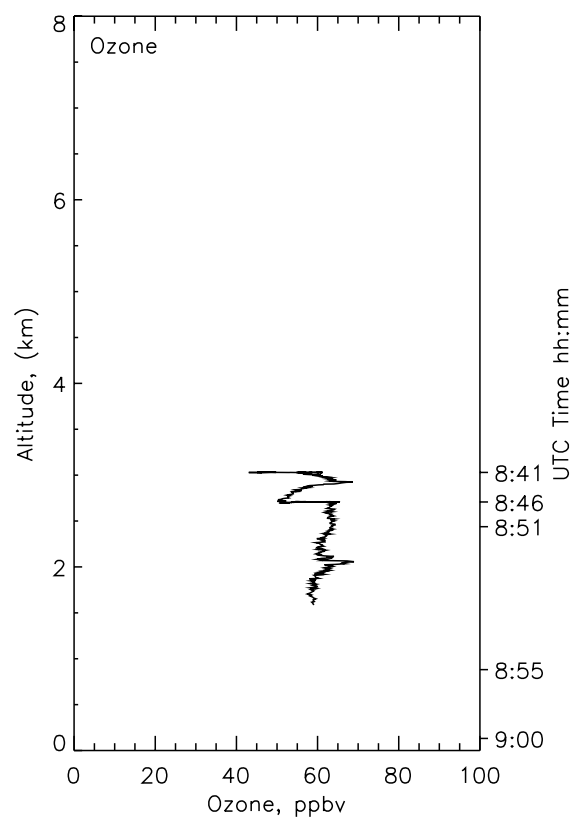
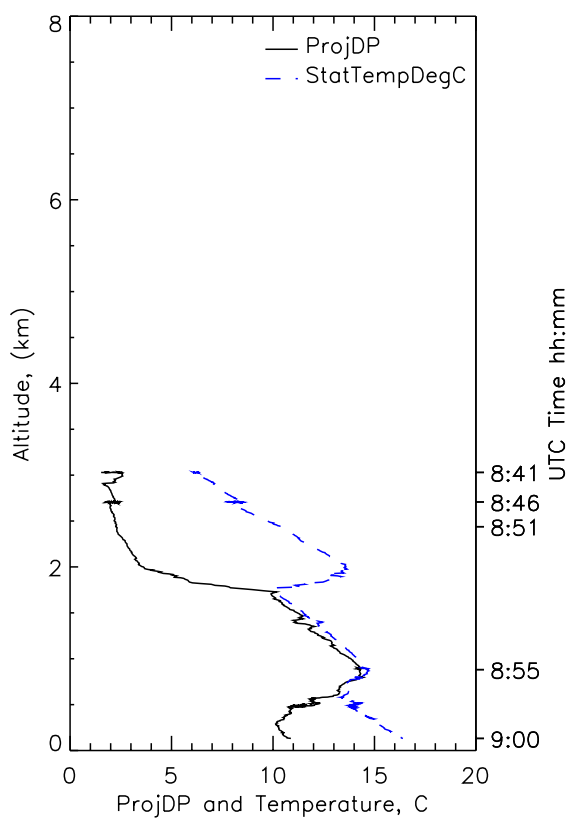
# Profile # 7 TRACE-P P3-B Flight 11



# Profile # 8 TRACE-P P3-B Flight 11



# Profile # 9 TRACE-P P3-B Flight 11





# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 12P

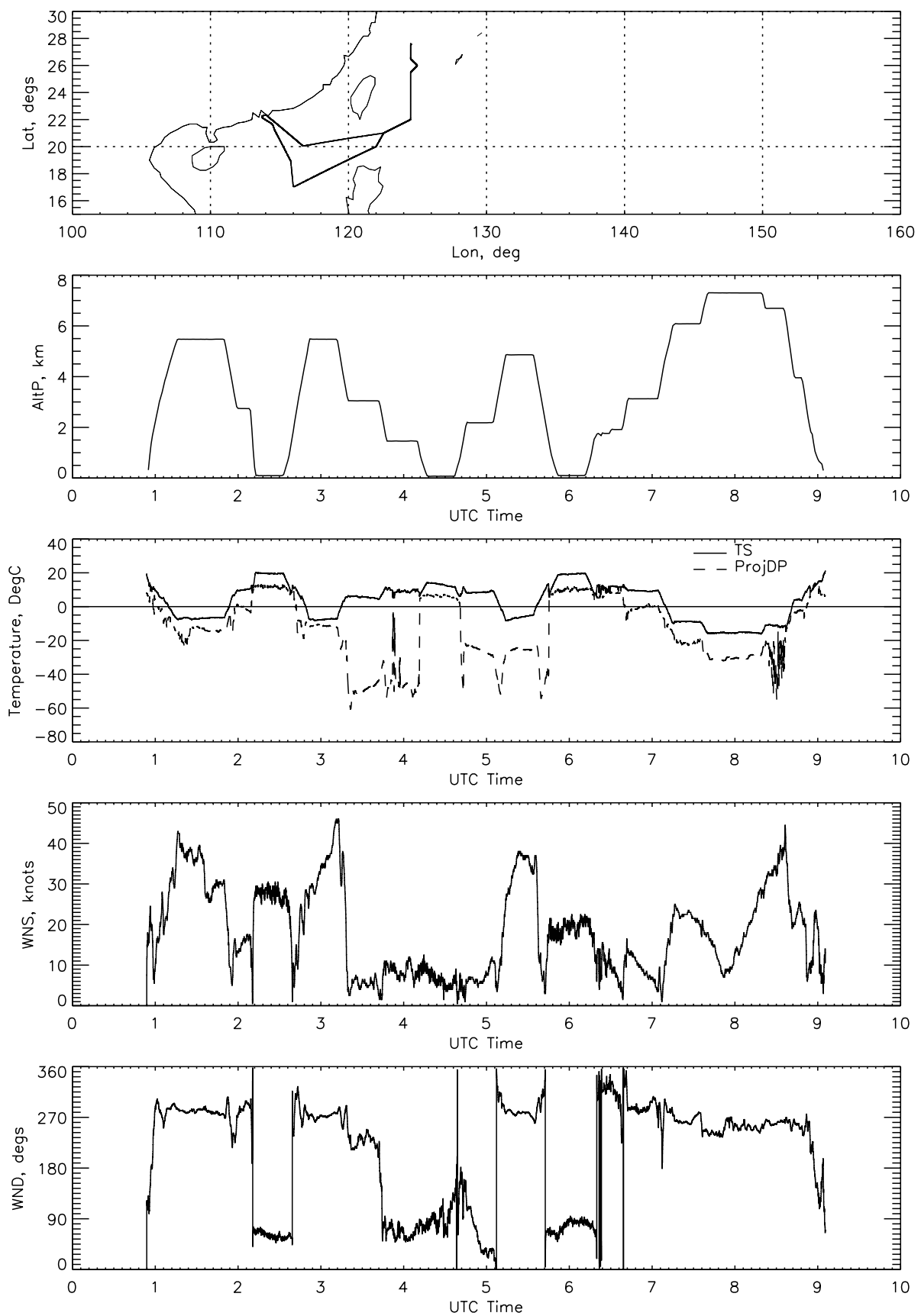
Local: Hong Kong No. 4

Stratospheric Intrusion; Biomass  
Burning Outflow

March 13, 2001

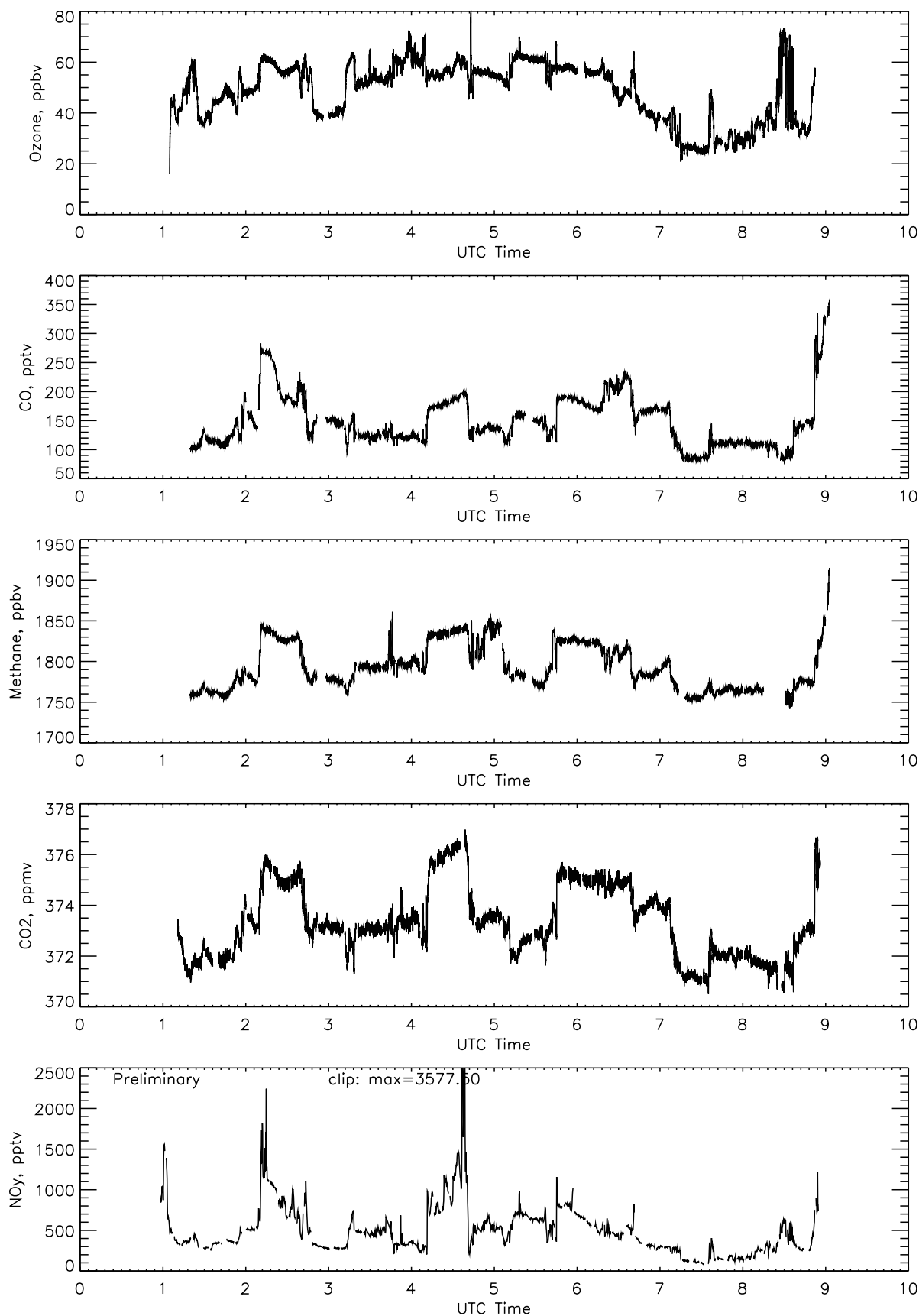


# FINAL DATA: TRACE-P P3-B Flight 12

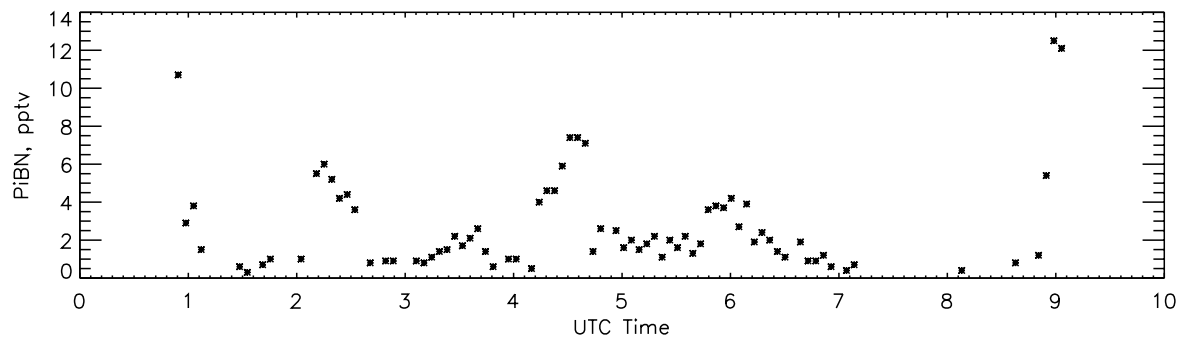
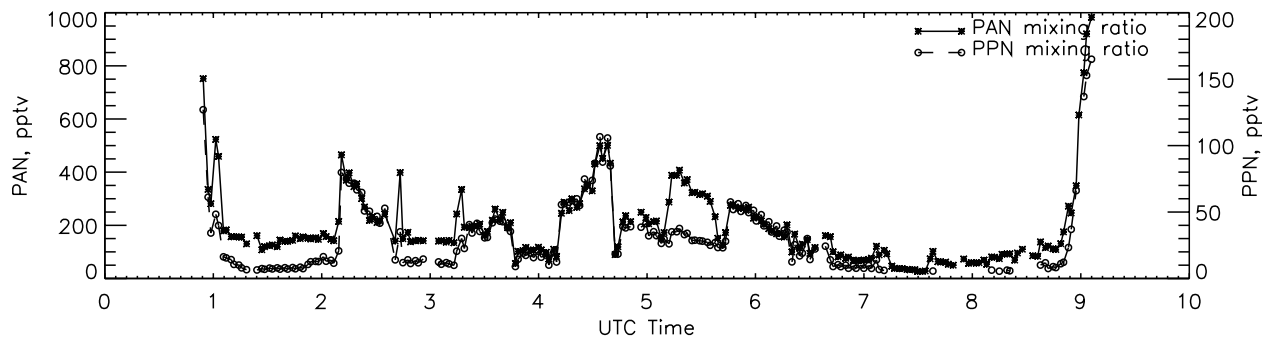
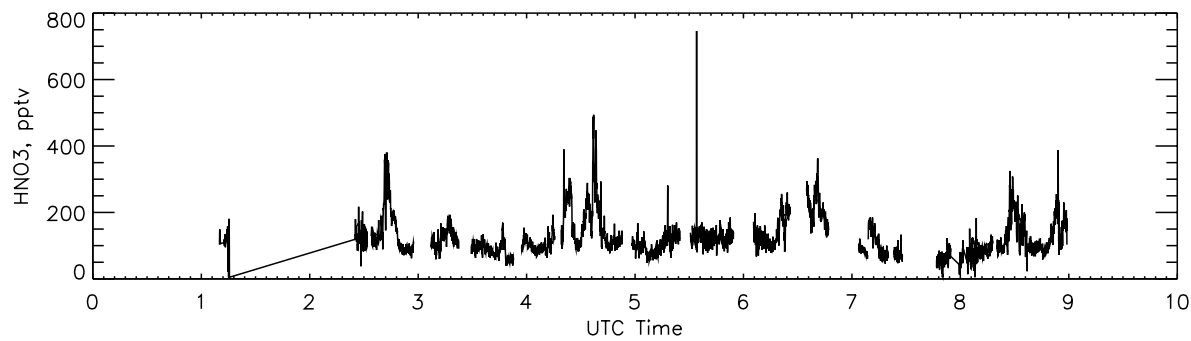
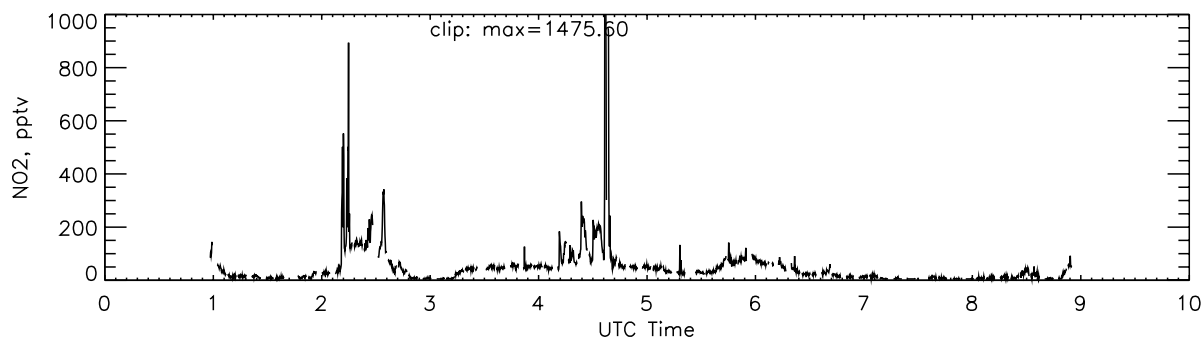
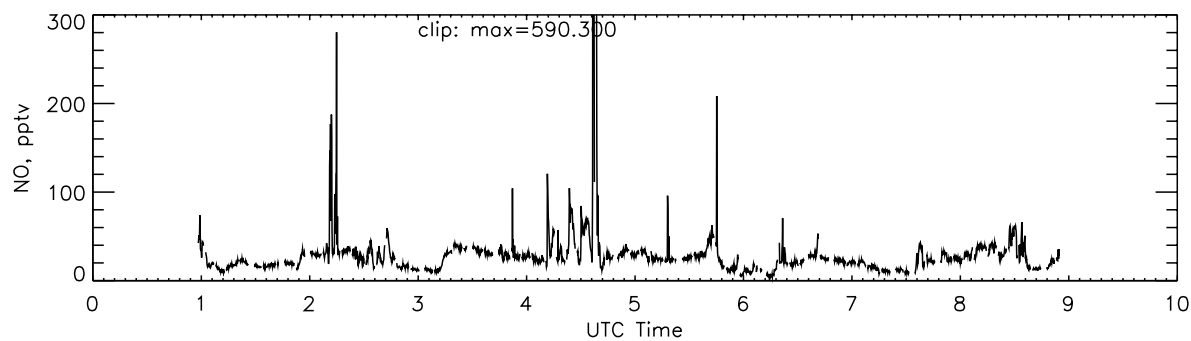




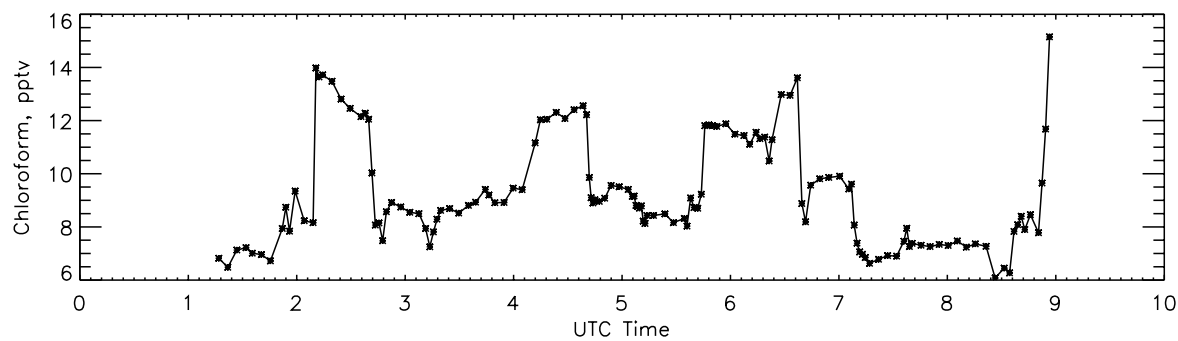
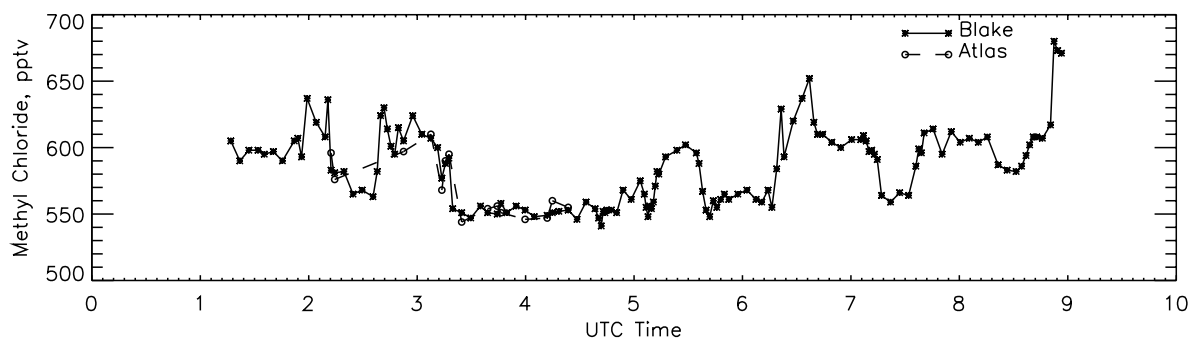
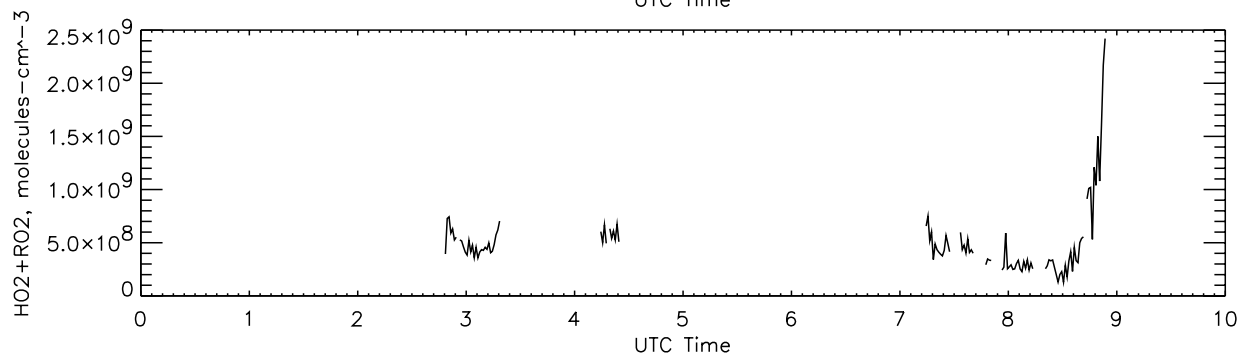
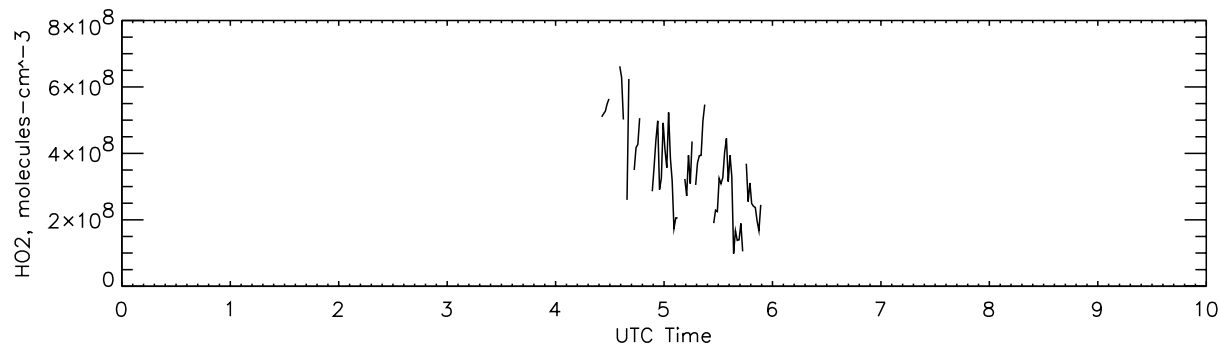
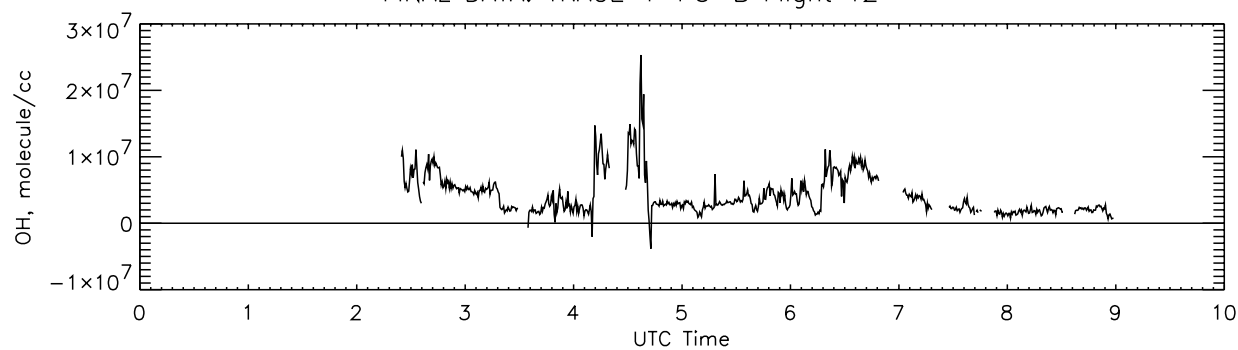
# FINAL DATA: TRACE-P P3-B Flight 12



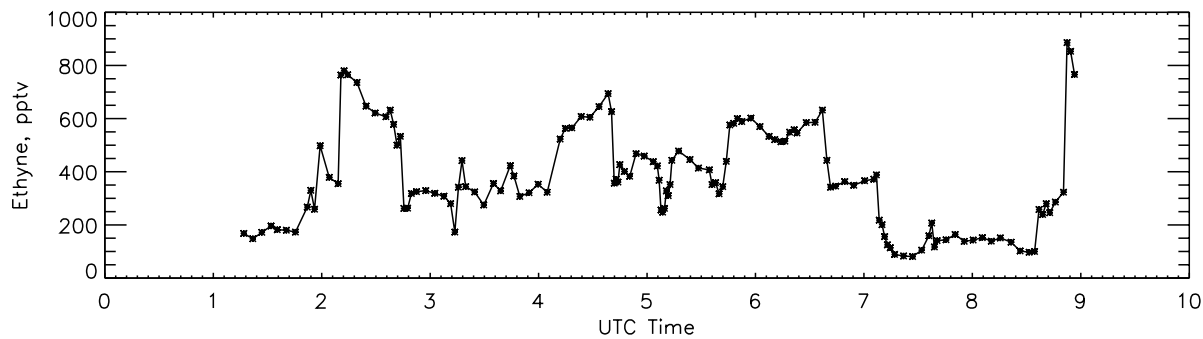
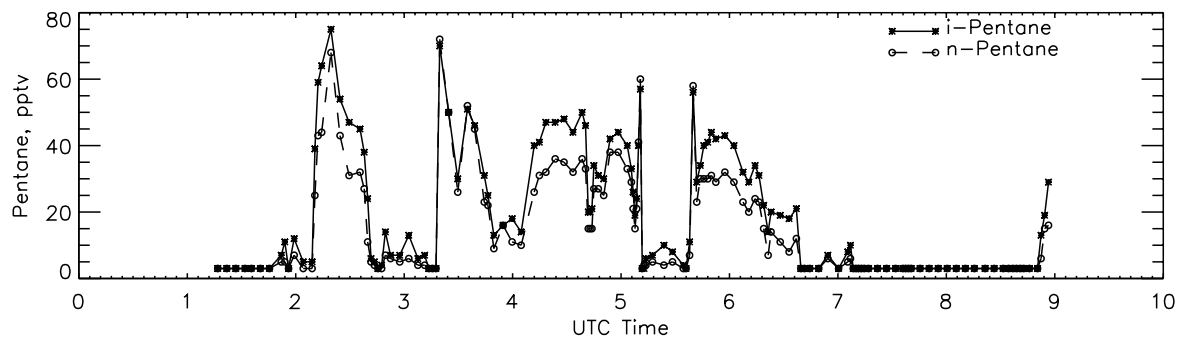
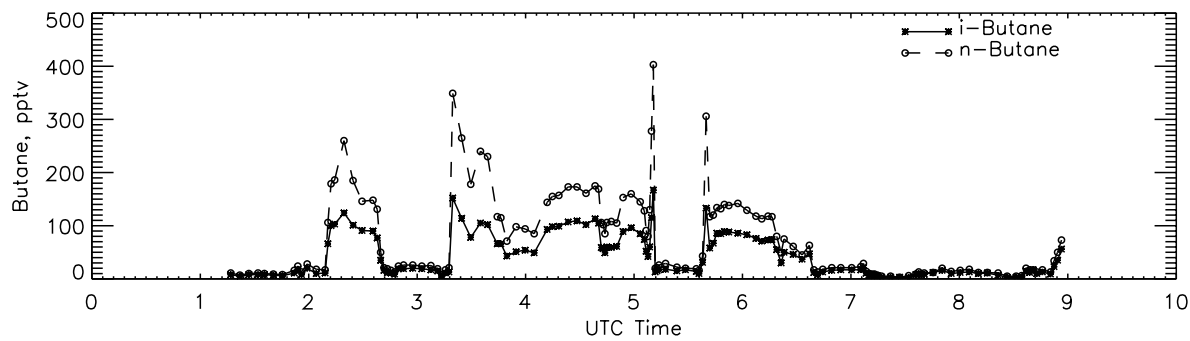
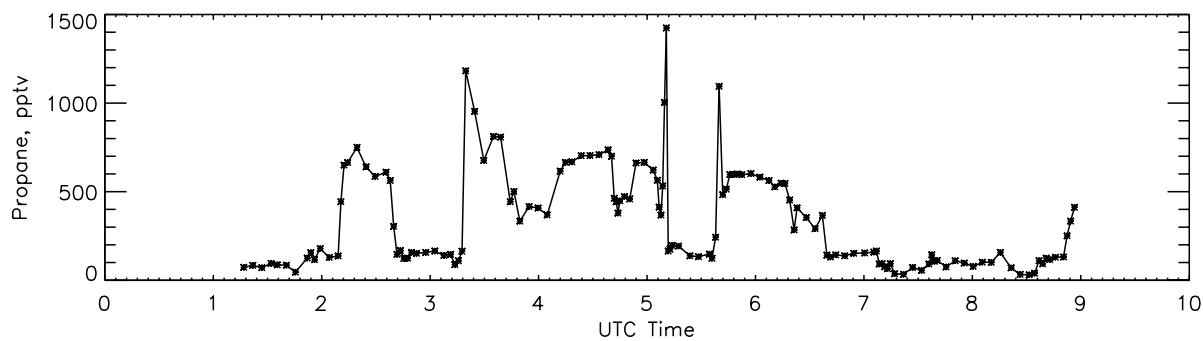
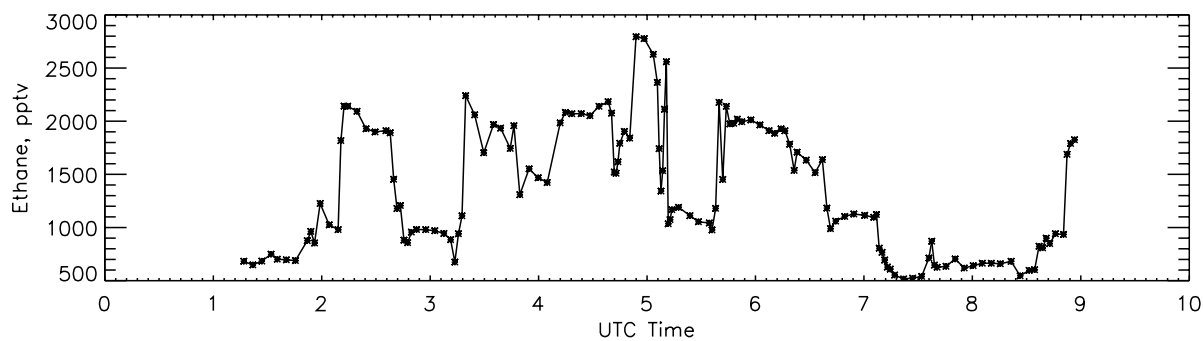
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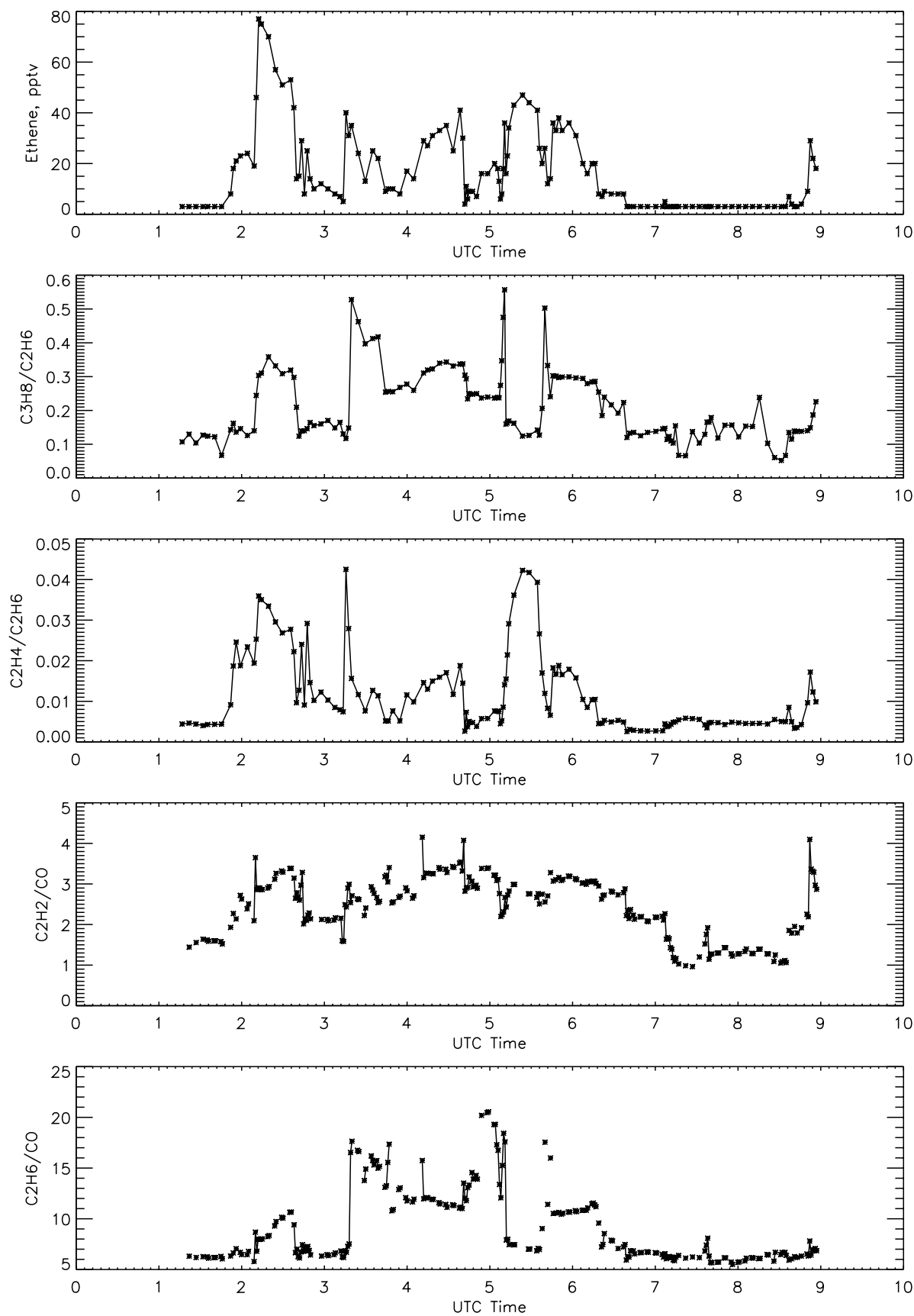
# FINAL DATA: TRACE-P P3-B Flight 12



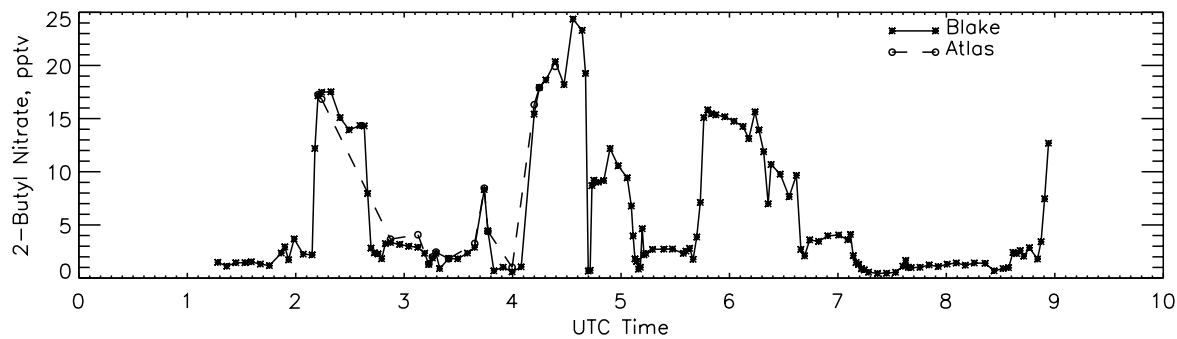
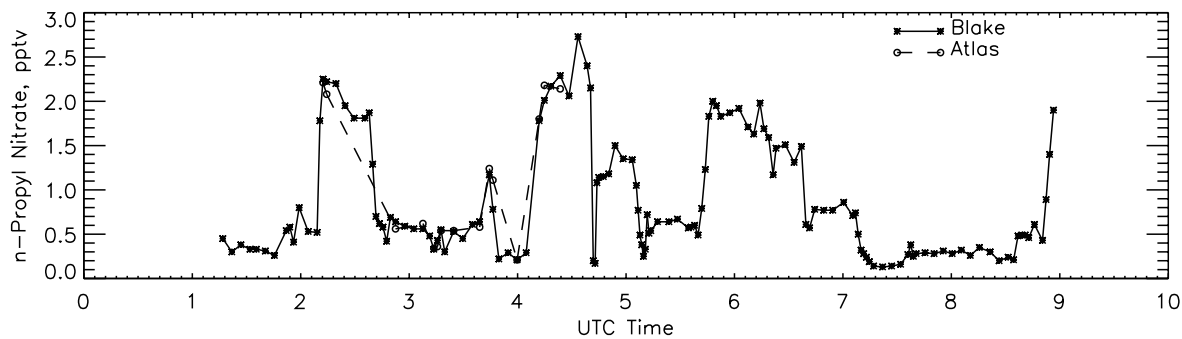
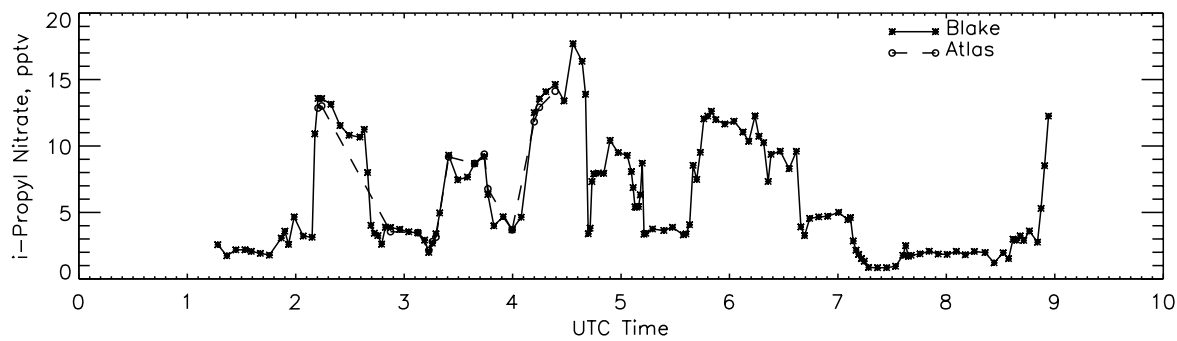
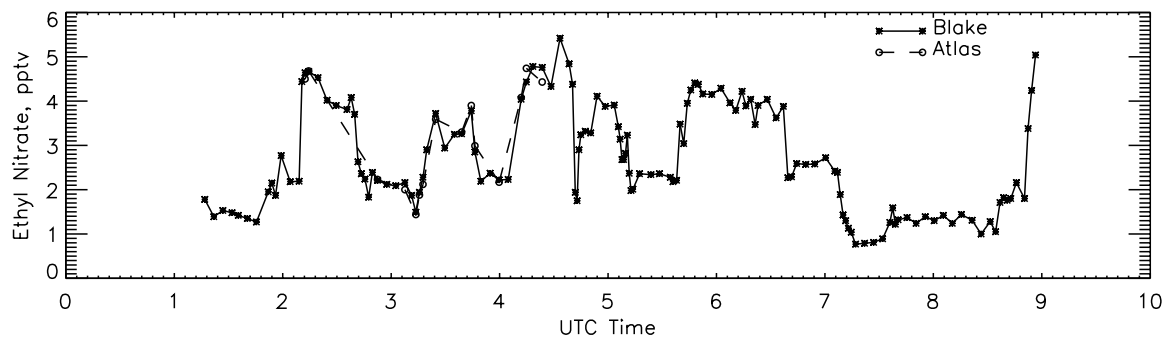
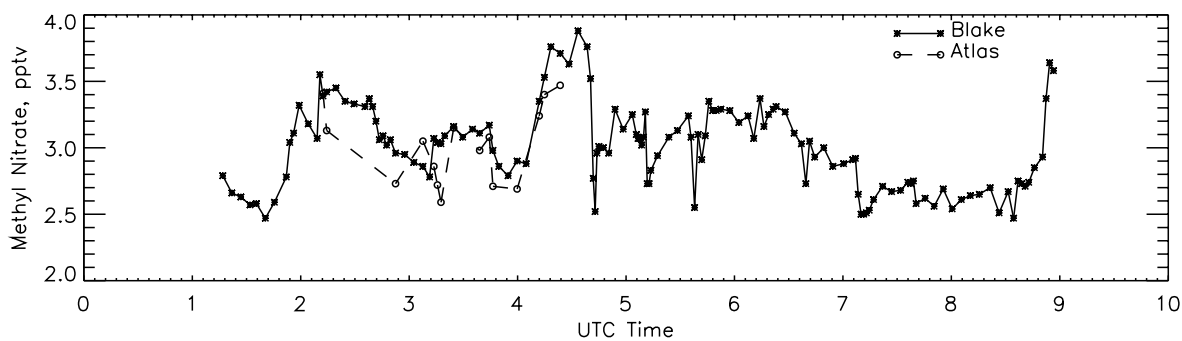
# FINAL DATA: TRACE-P P3-B Flight 12



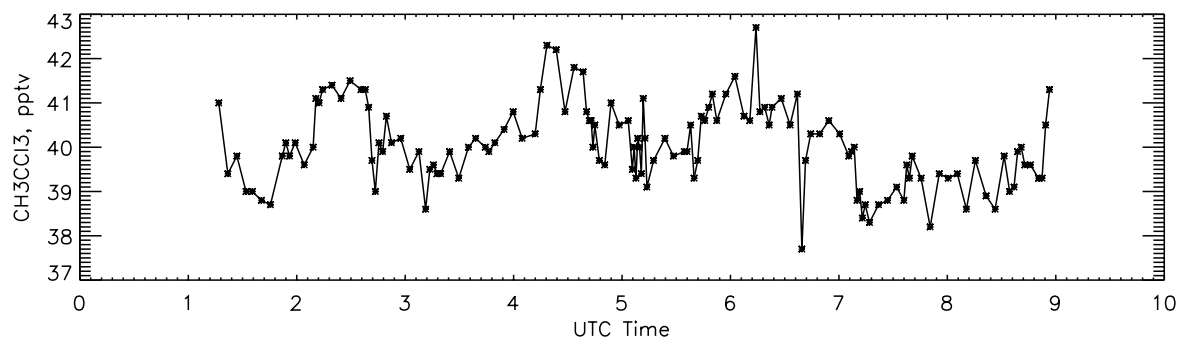
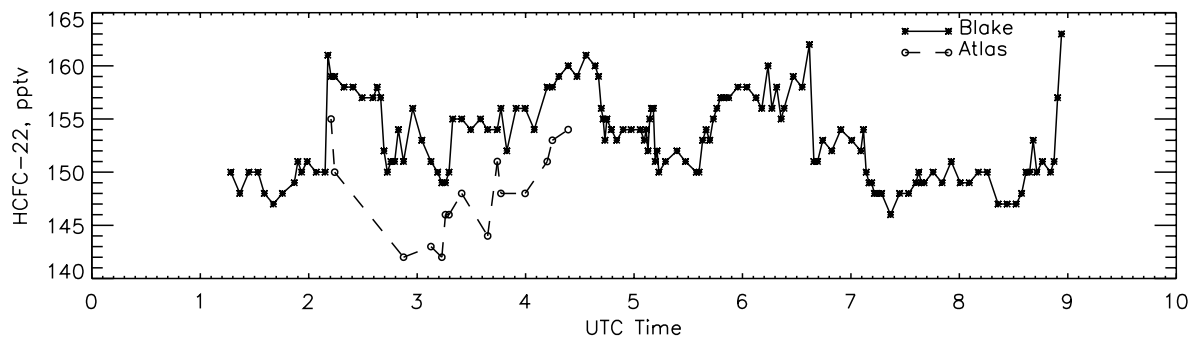
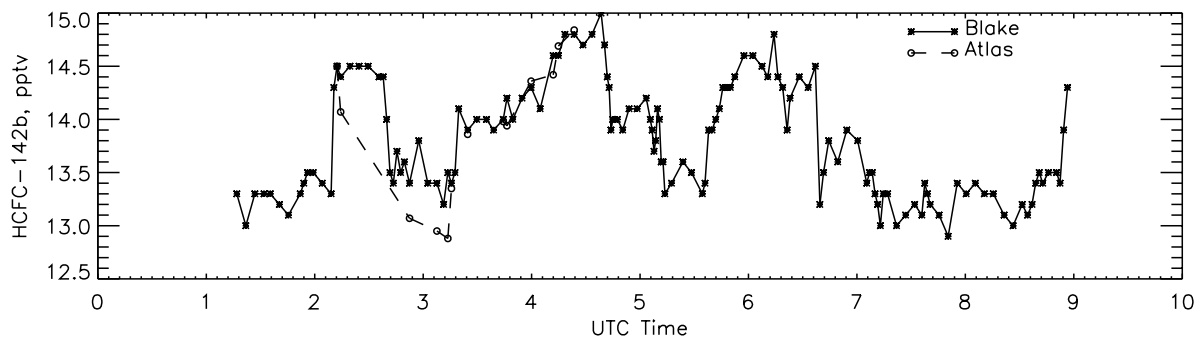
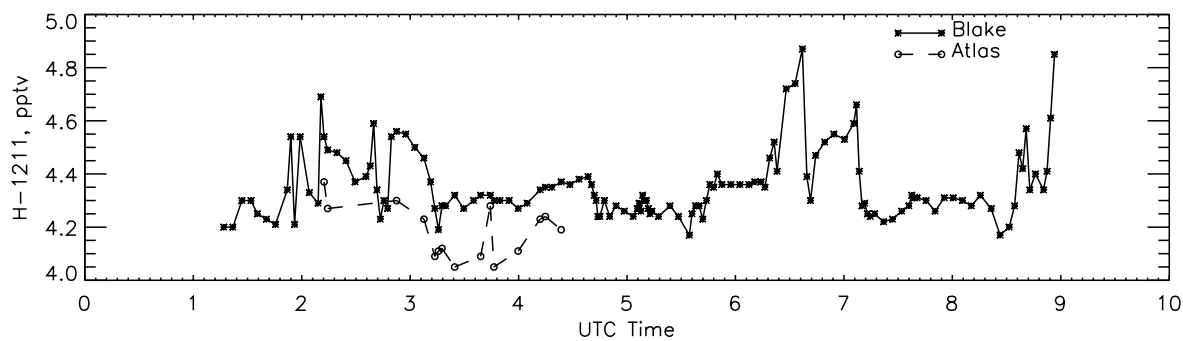
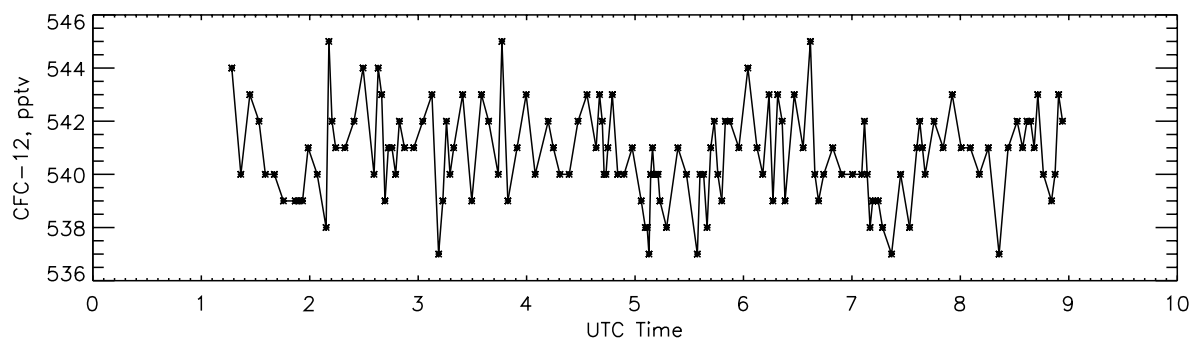
# FINAL DATA: TRACE-P P3-B Flight 12



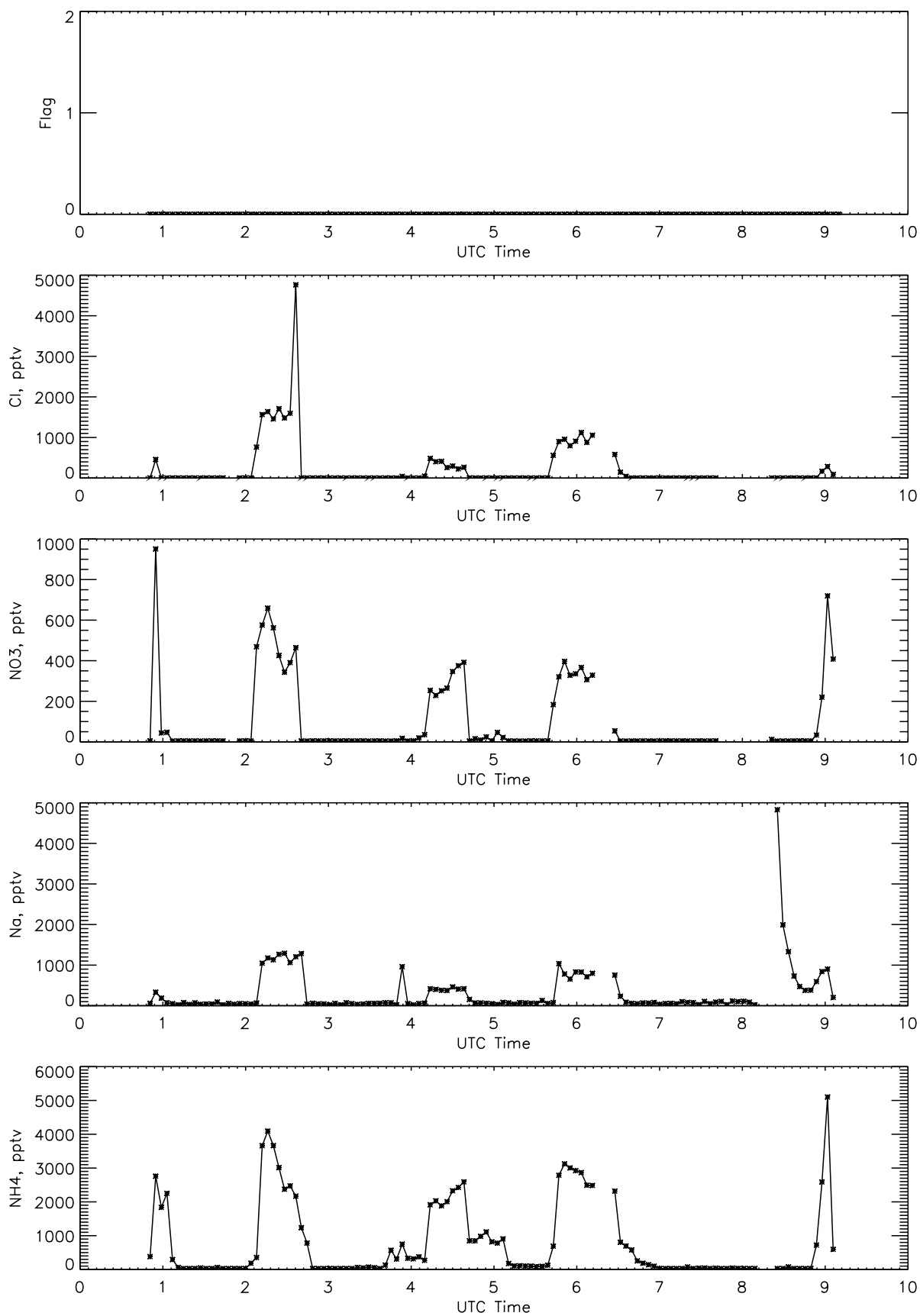
# FINAL DATA: TRACE-P P3-B Flight 12



# FINAL DATA: TRACE-P P3-B Flight 12

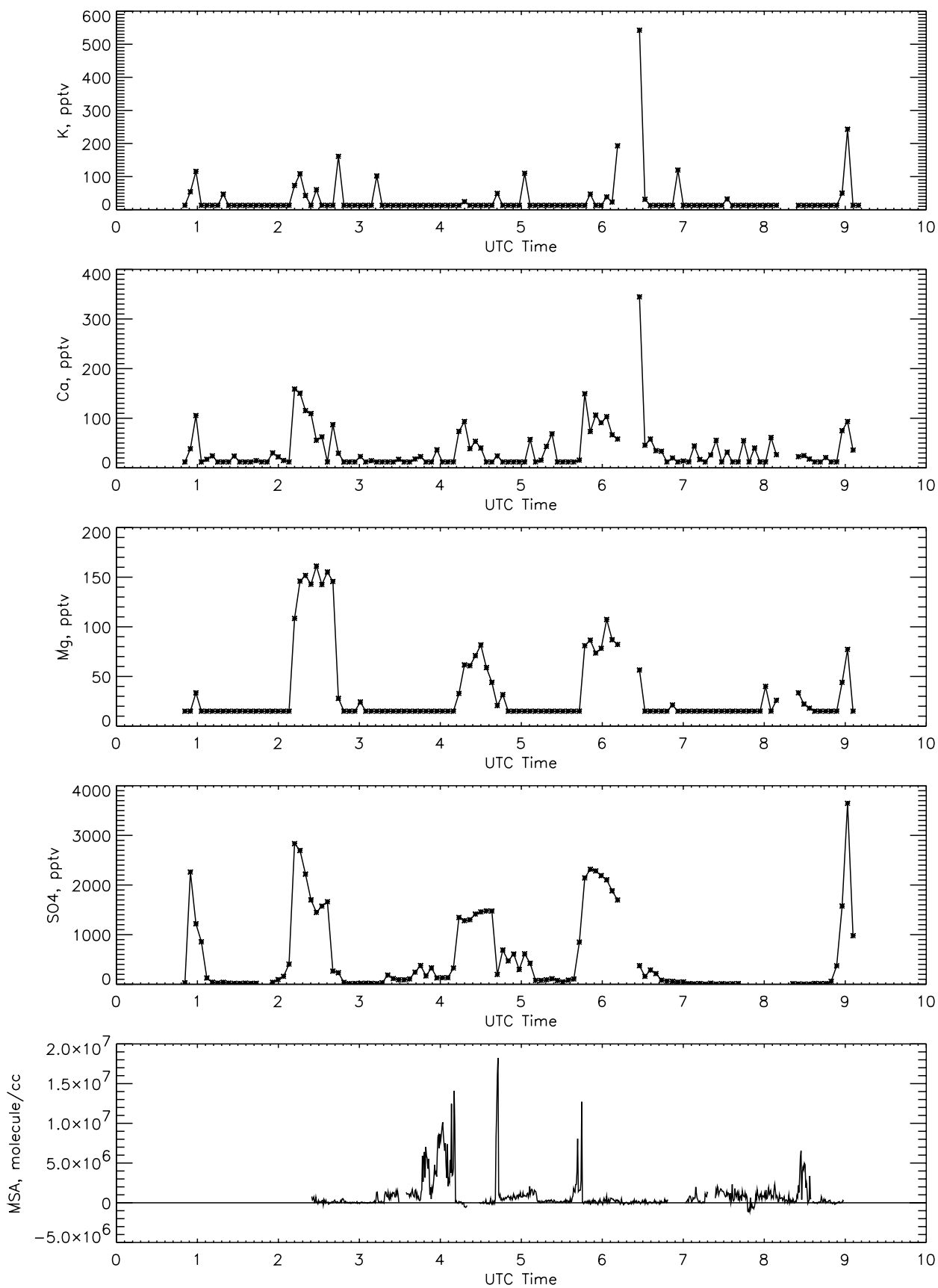


# FINAL DATA: TRACE-P P3-B Flight 12

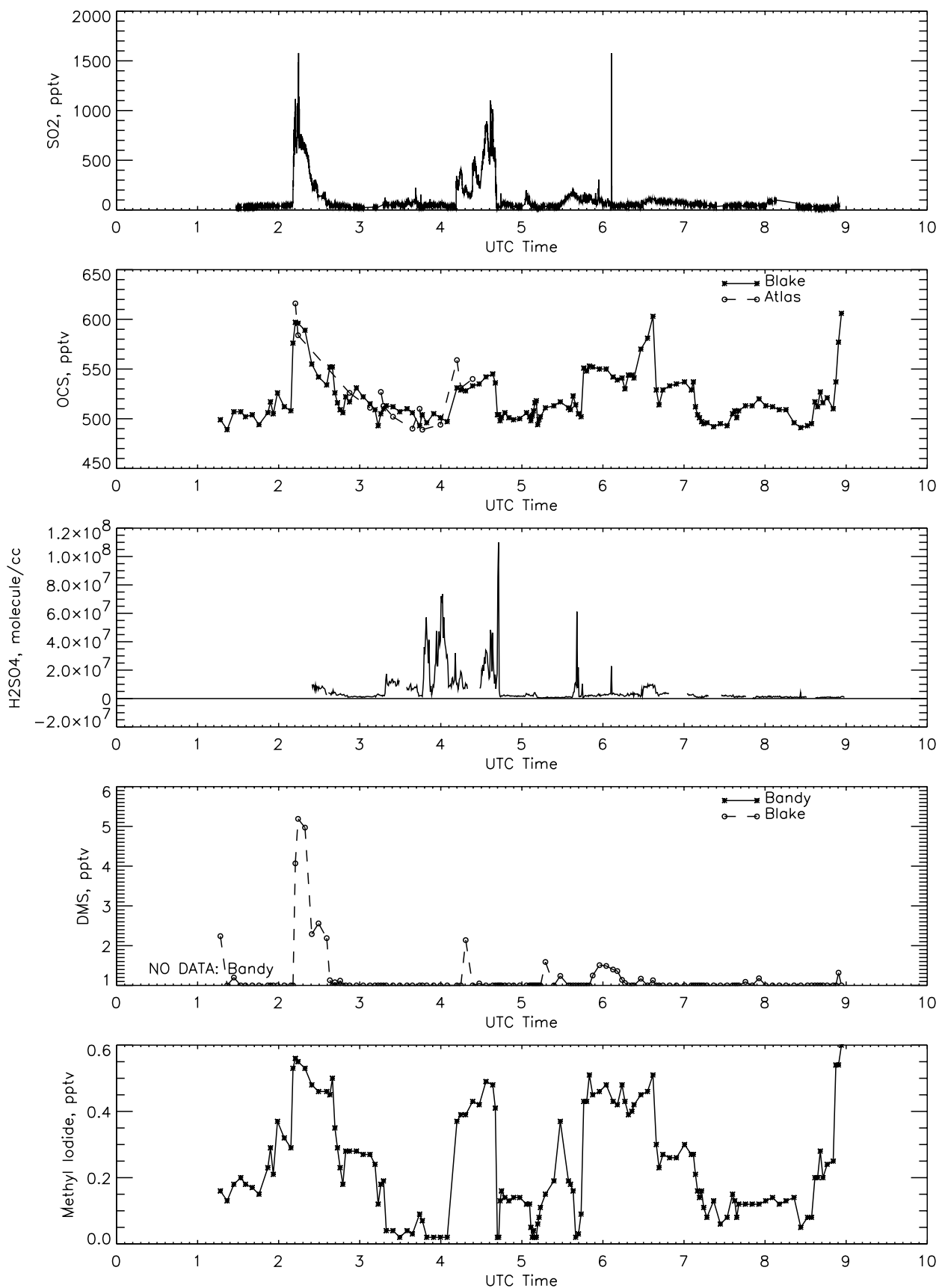




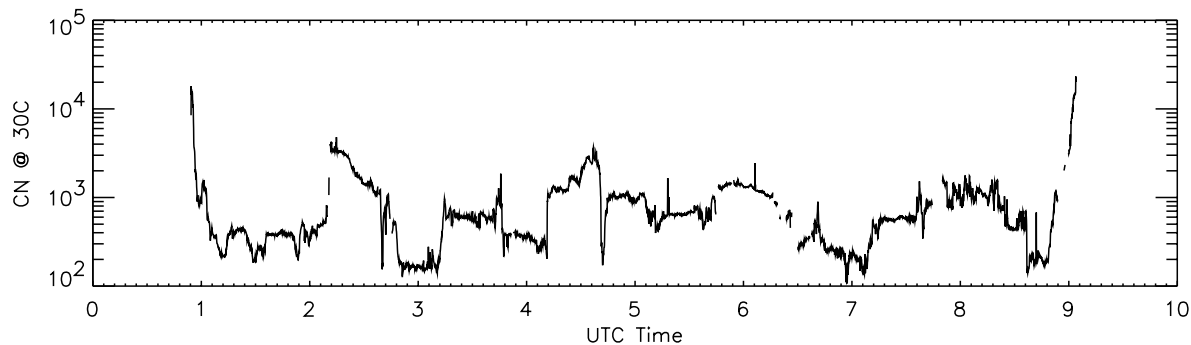
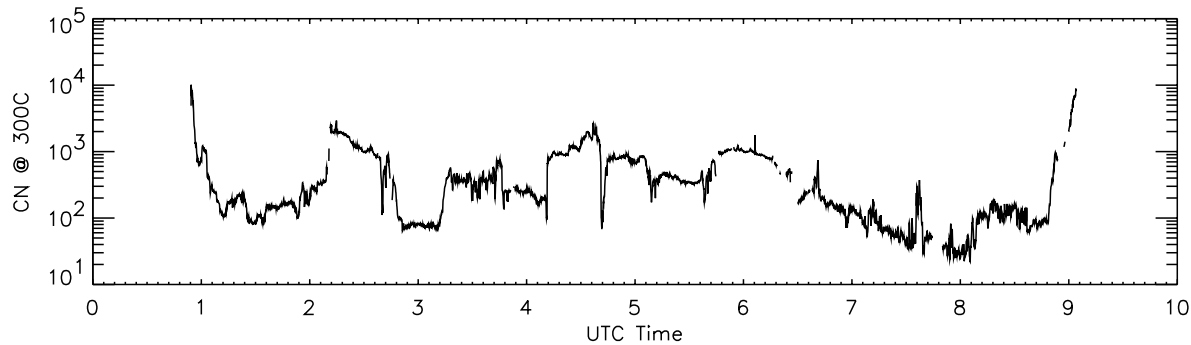
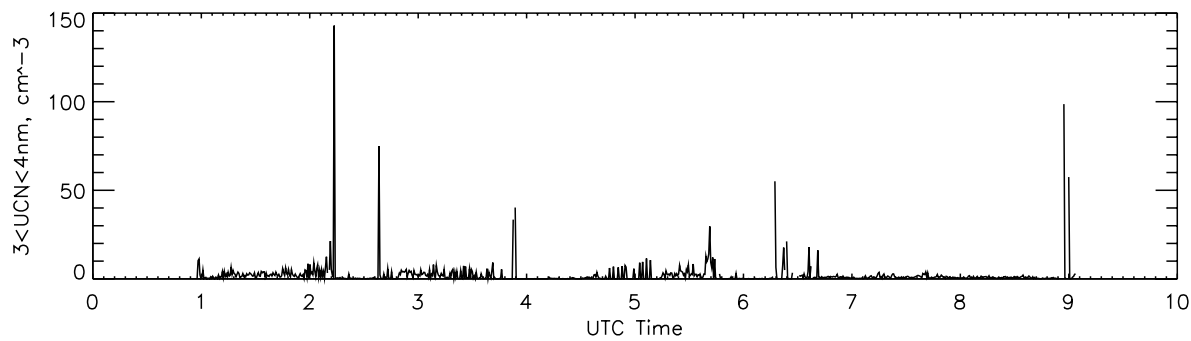
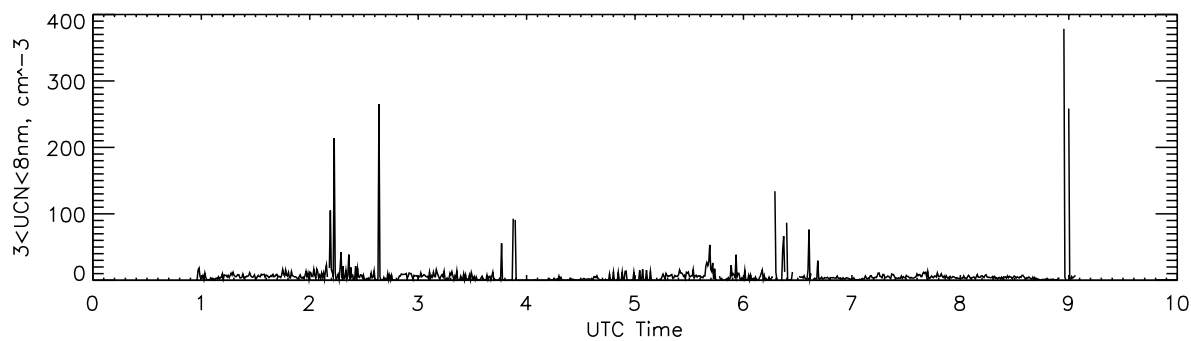
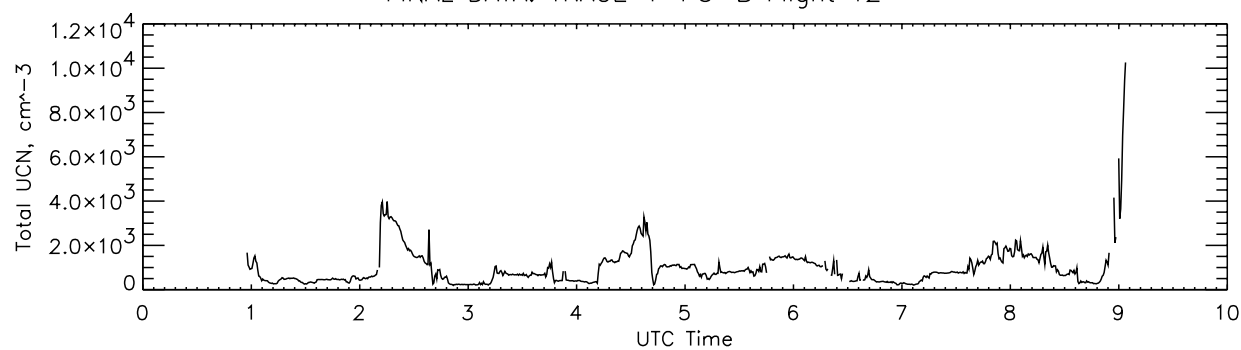
# FINAL DATA: TRACE-P P3-B Flight 12



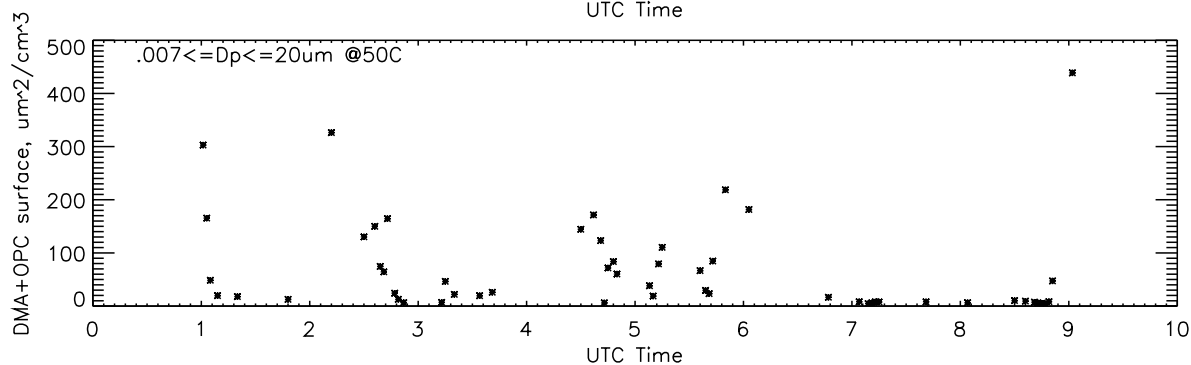
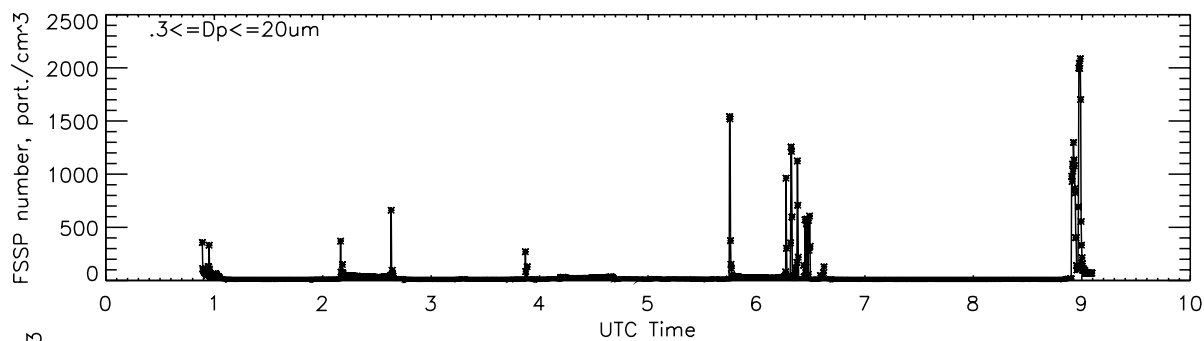
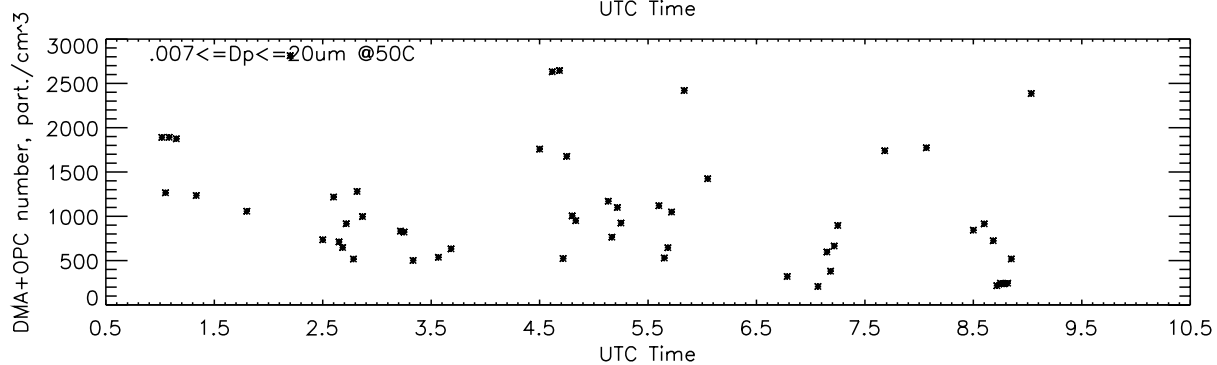
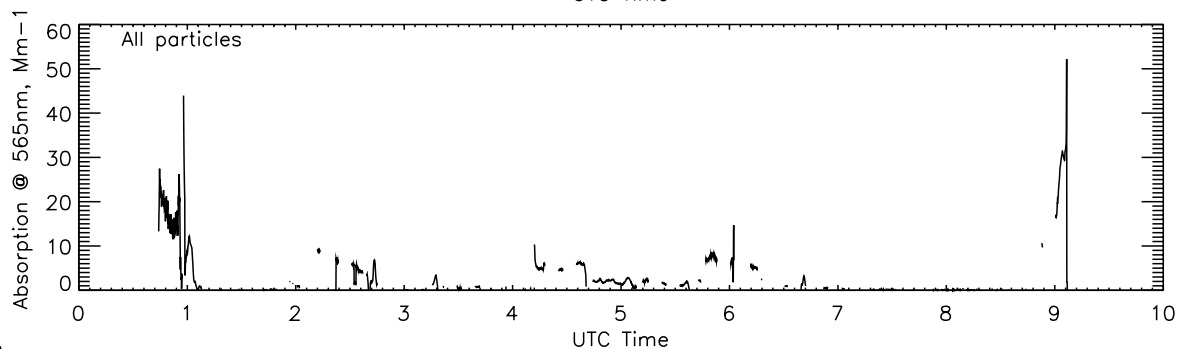
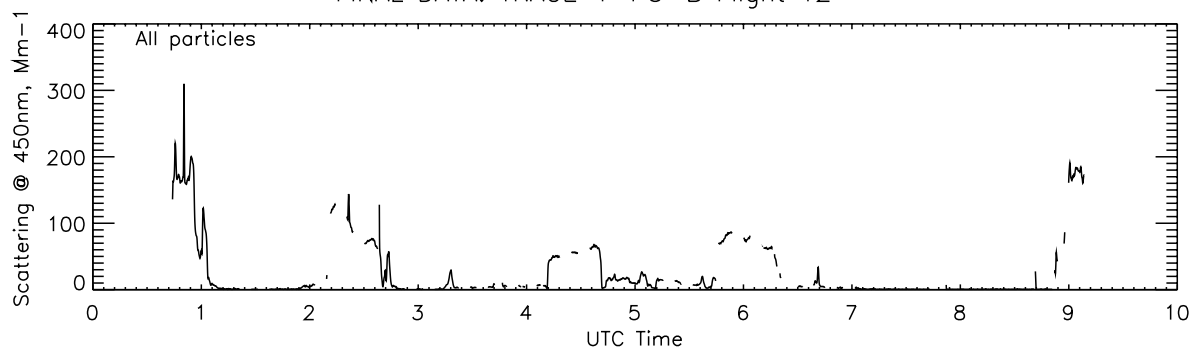
# FINAL DATA: TRACE-P P3-B Flight 12



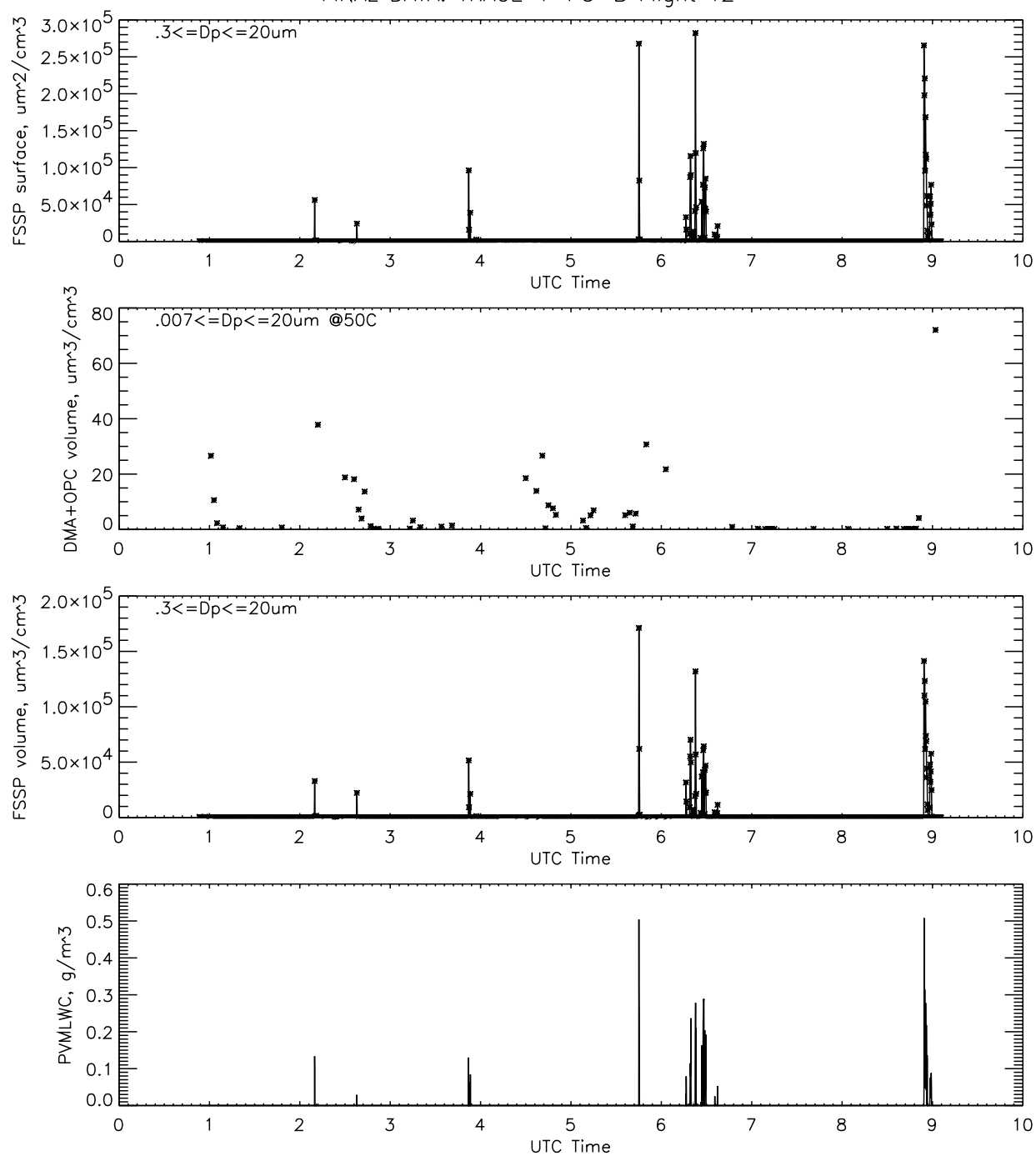
# FINAL DATA: TRACE-P P3-B Flight 12



# FINAL DATA: TRACE-P P3-B Flight 12

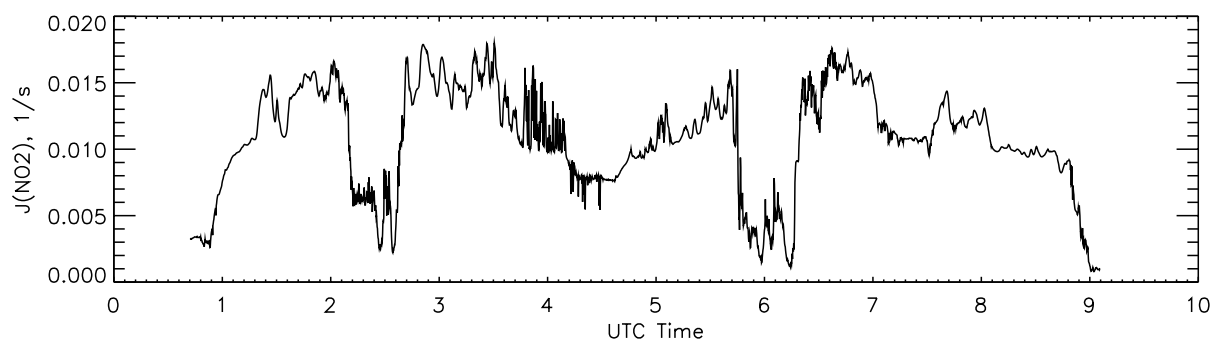
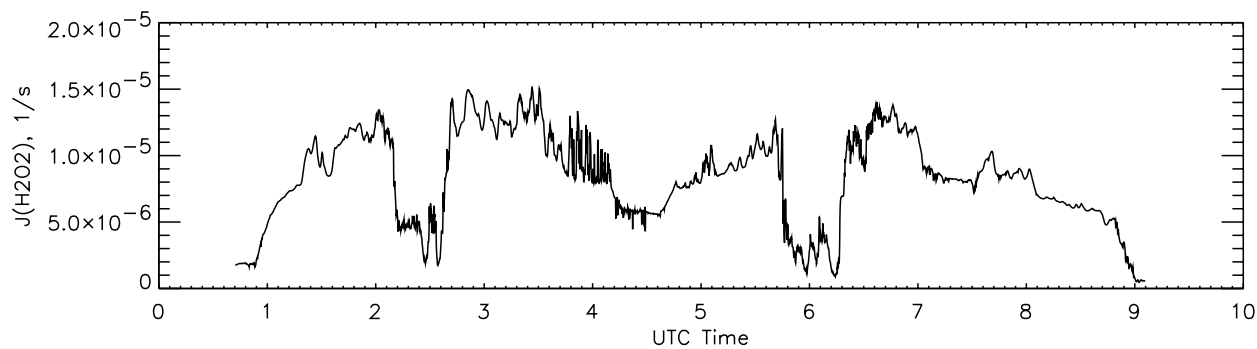
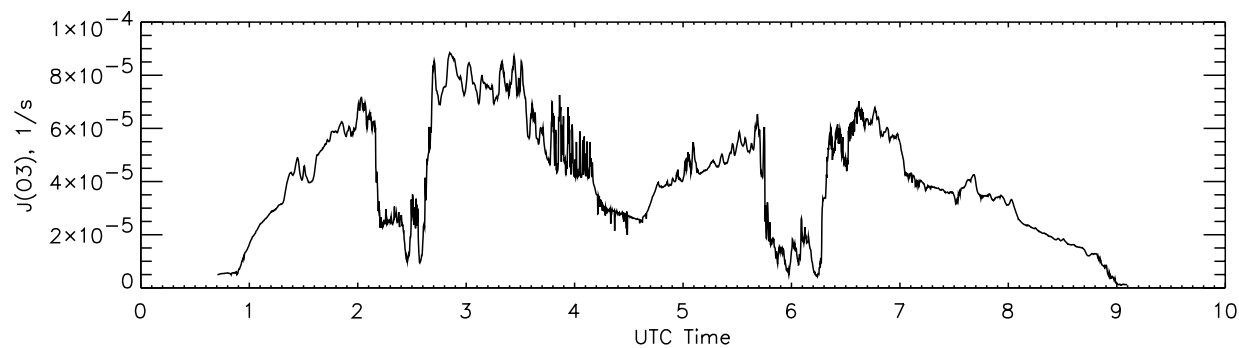
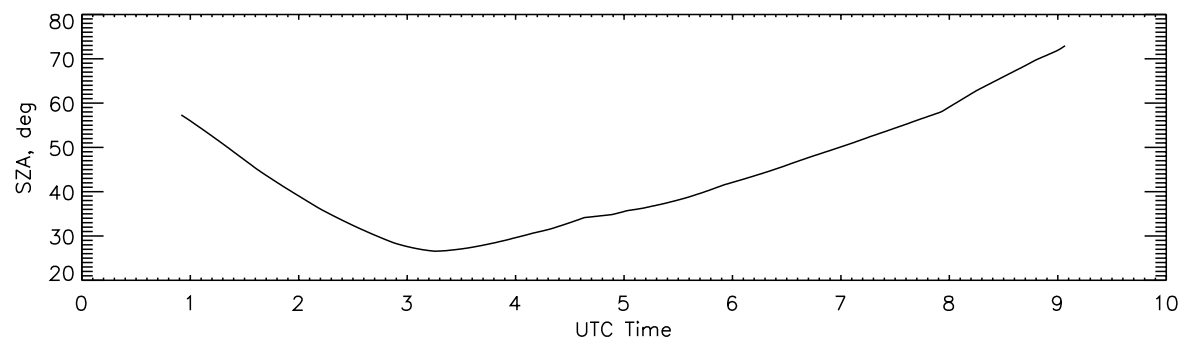
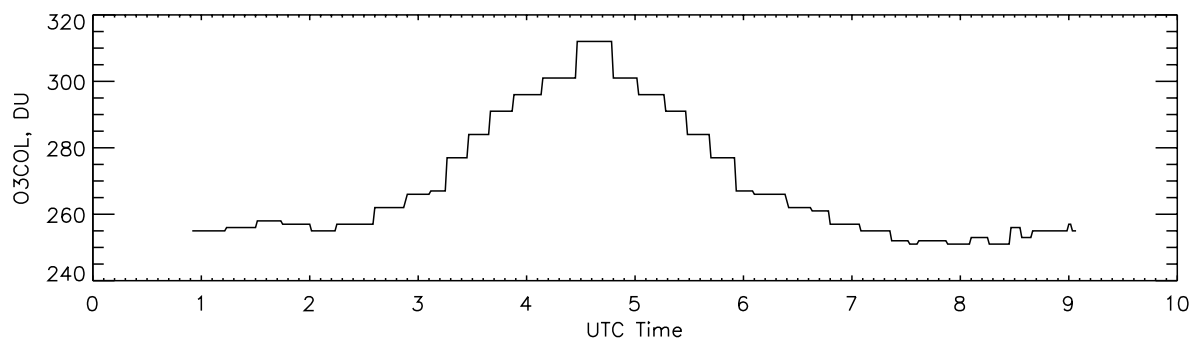


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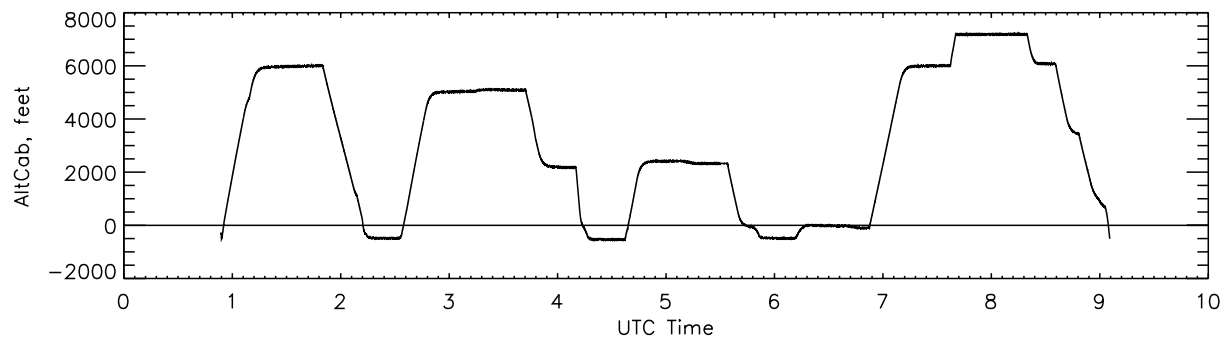
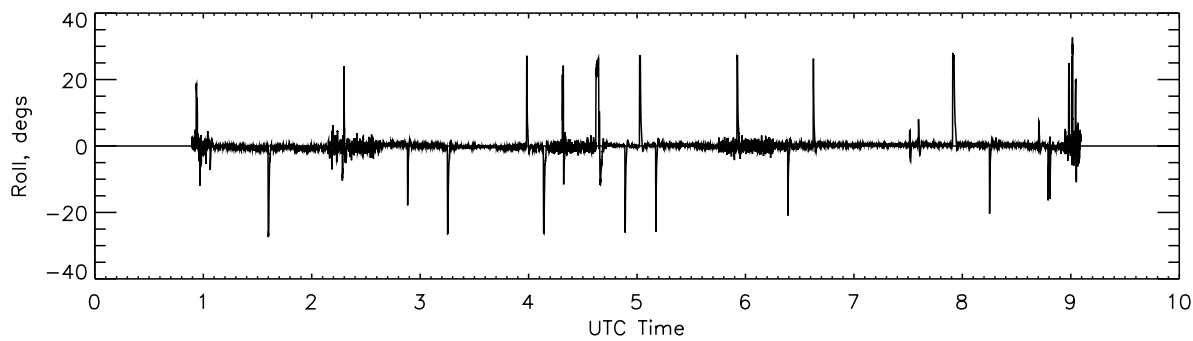
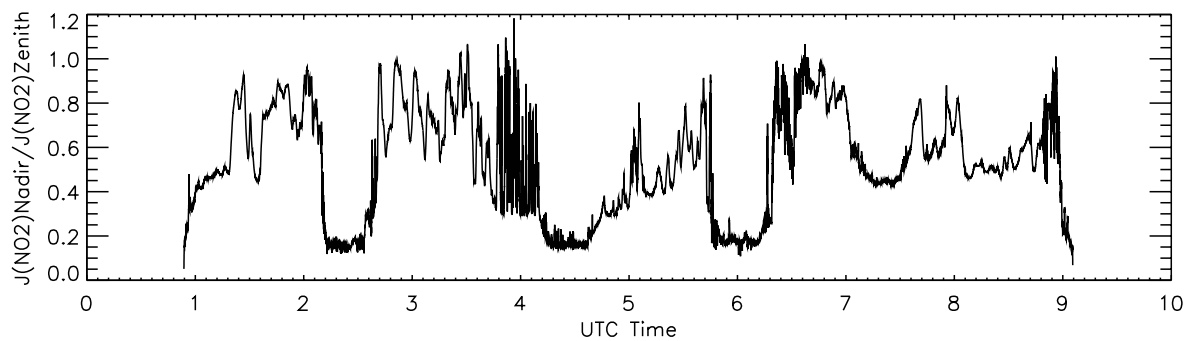
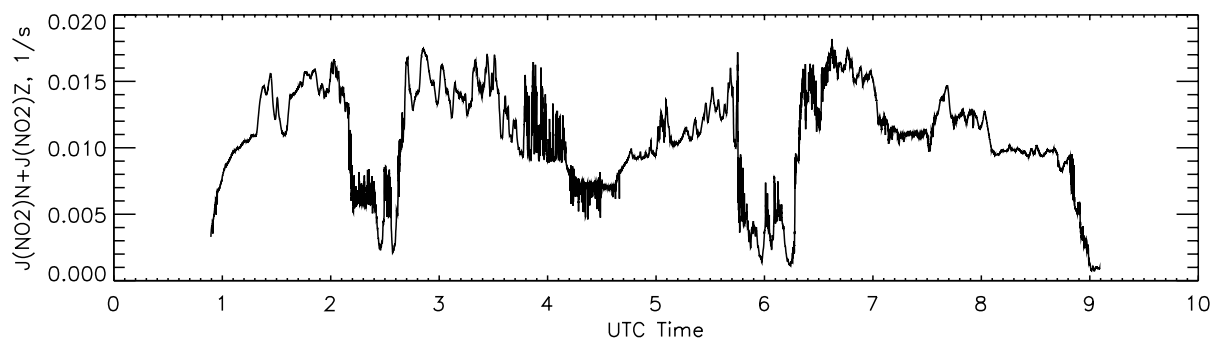


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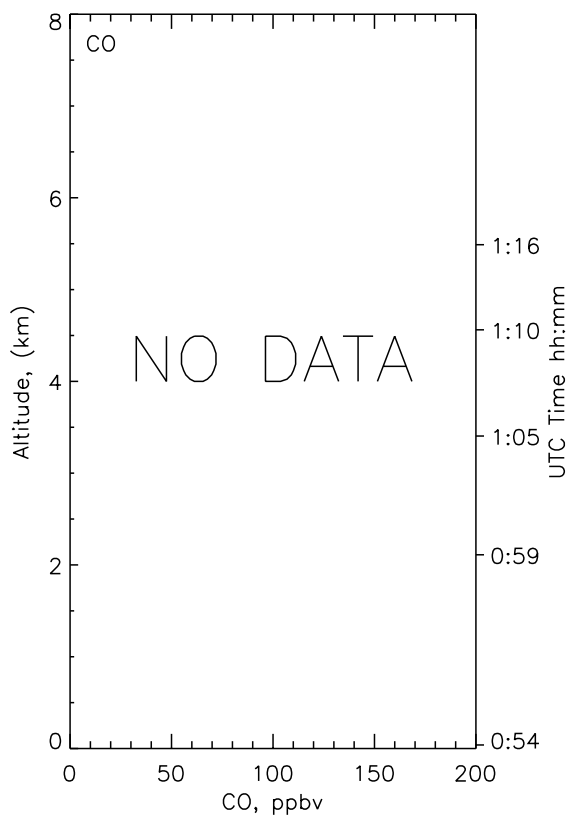
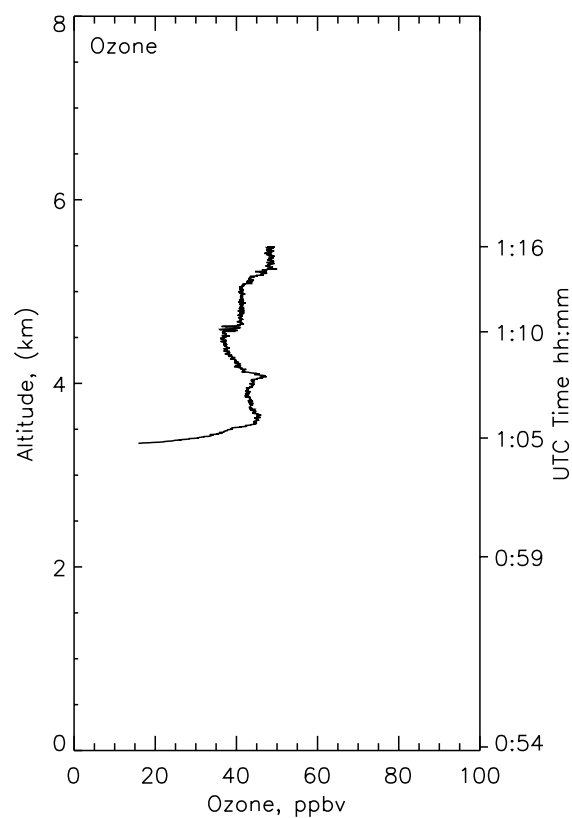
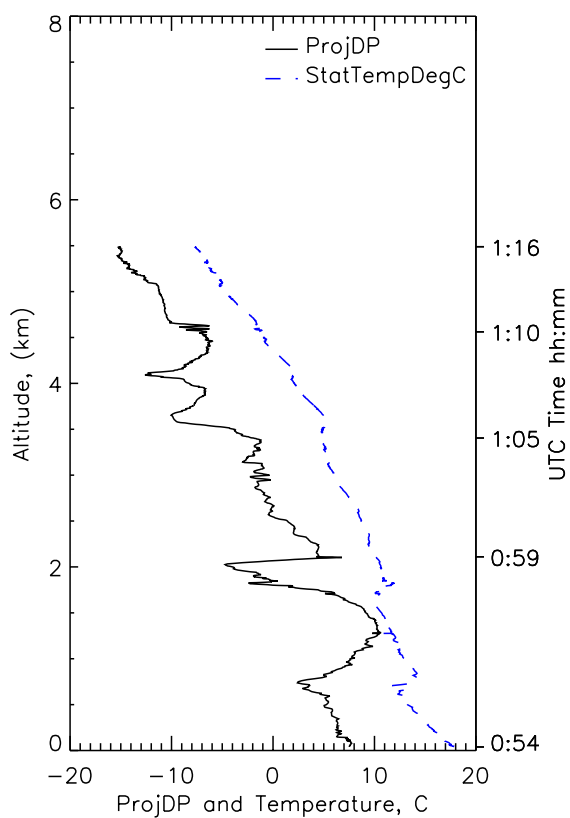
# FINAL DATA: TRACE-P P3-B Flight 12



# FINAL DATA: TRACE-P P3-B Flight 12

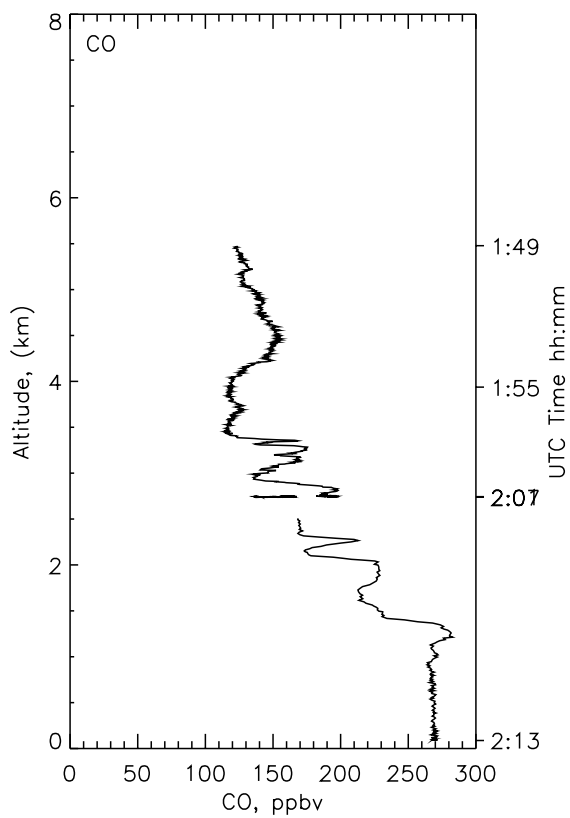
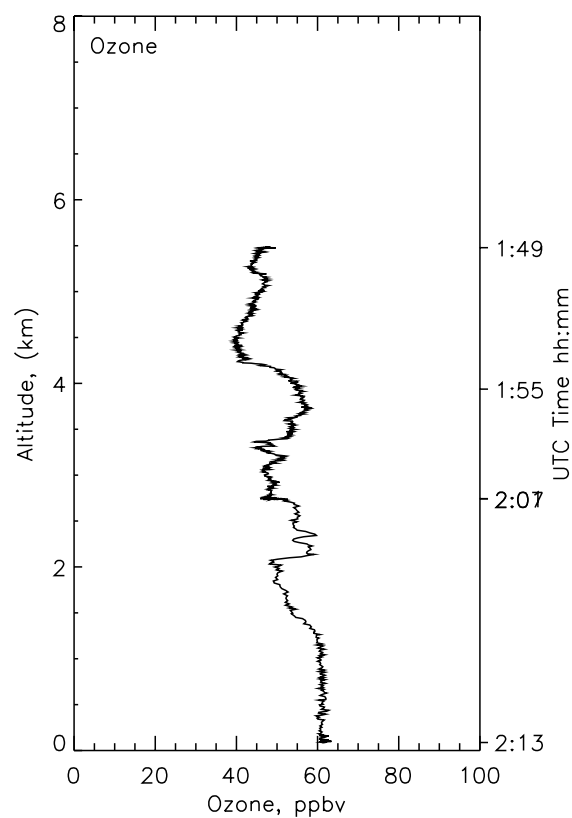
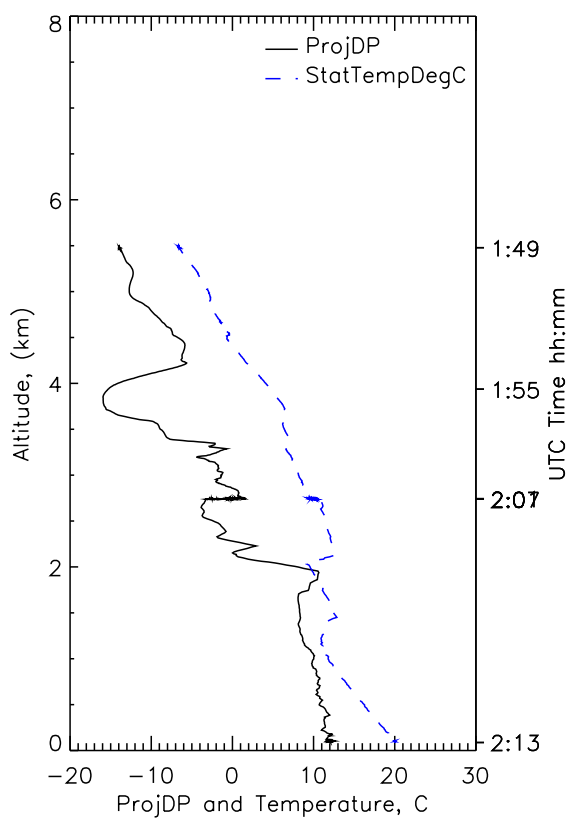


# Profile # 1 TRACE-P P3-B Flight 12

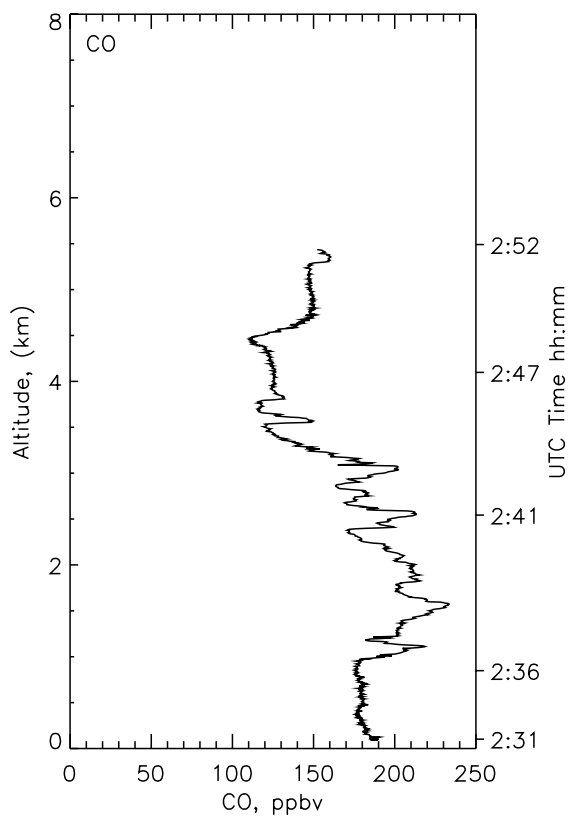
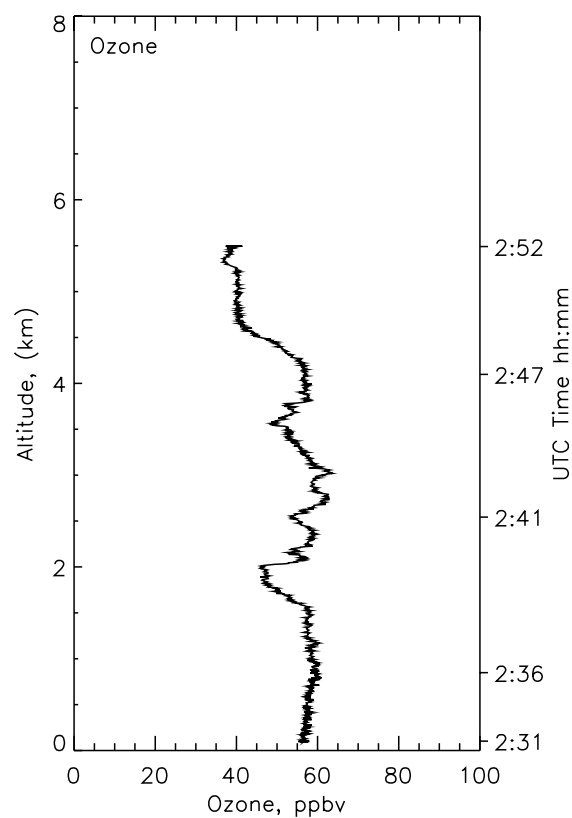
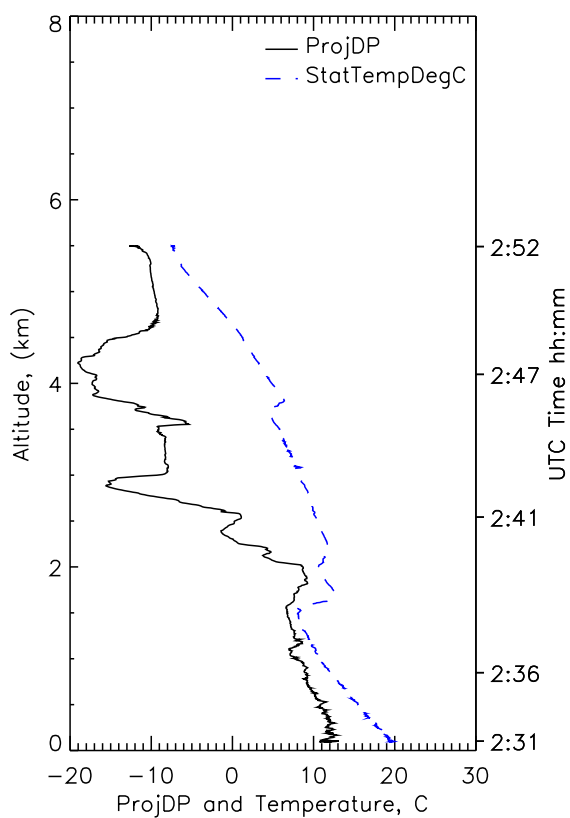




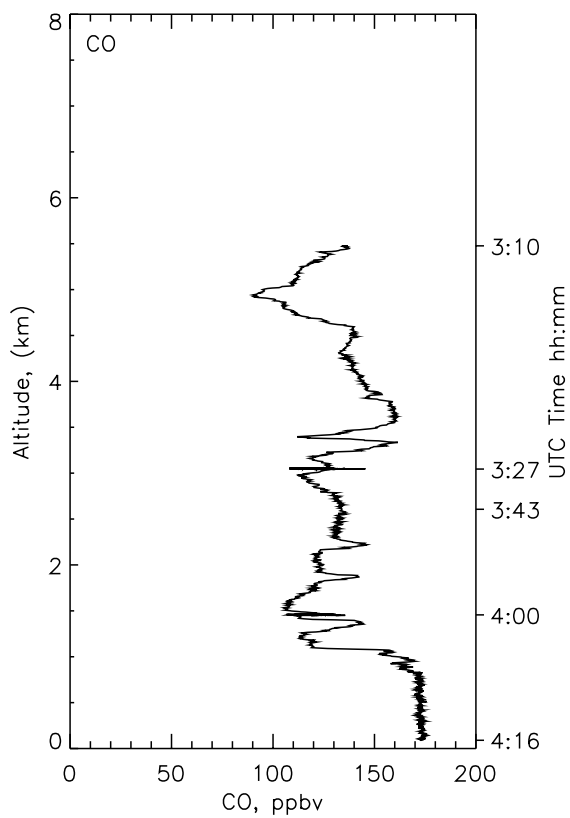
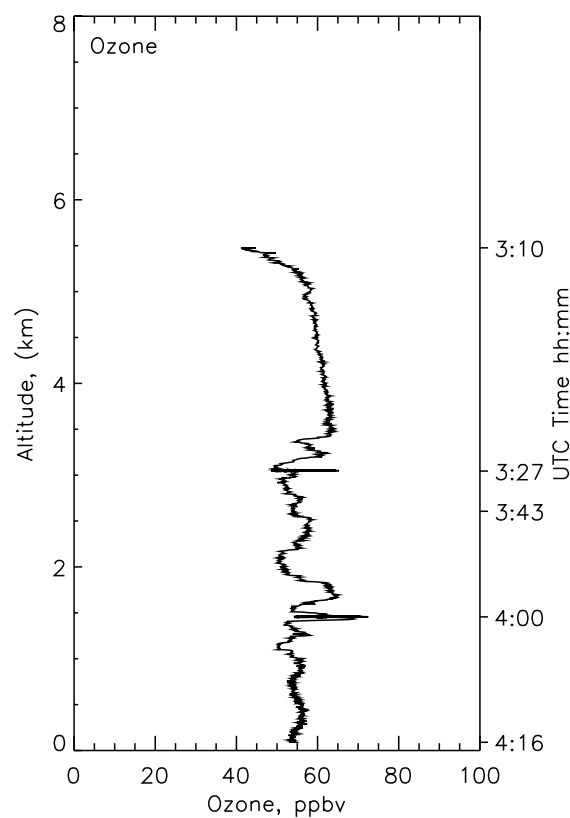
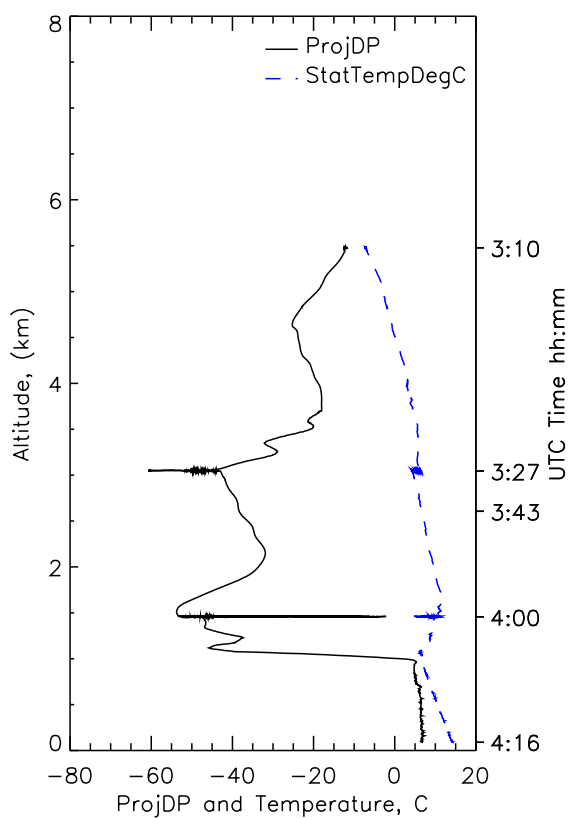
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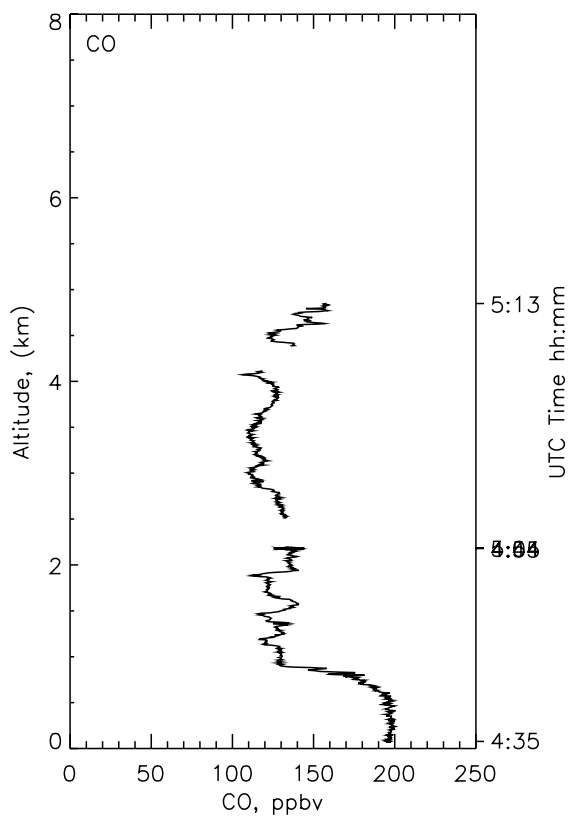
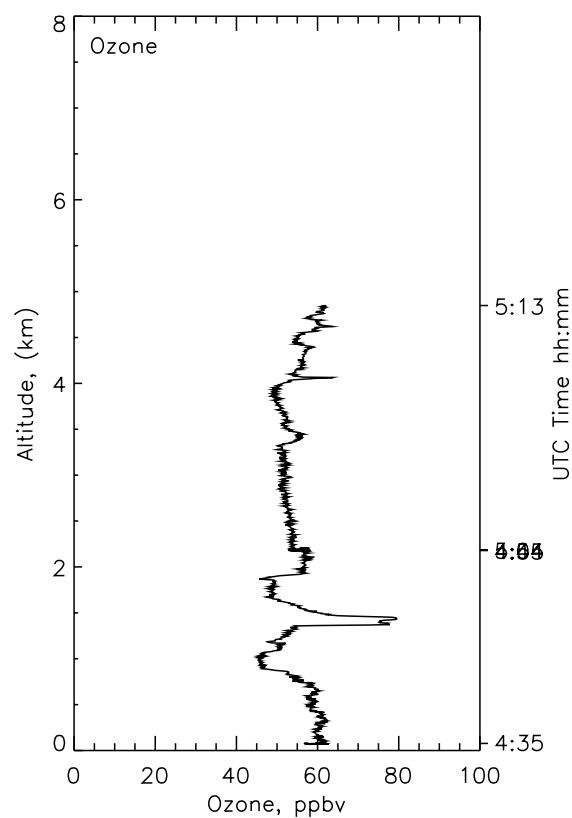
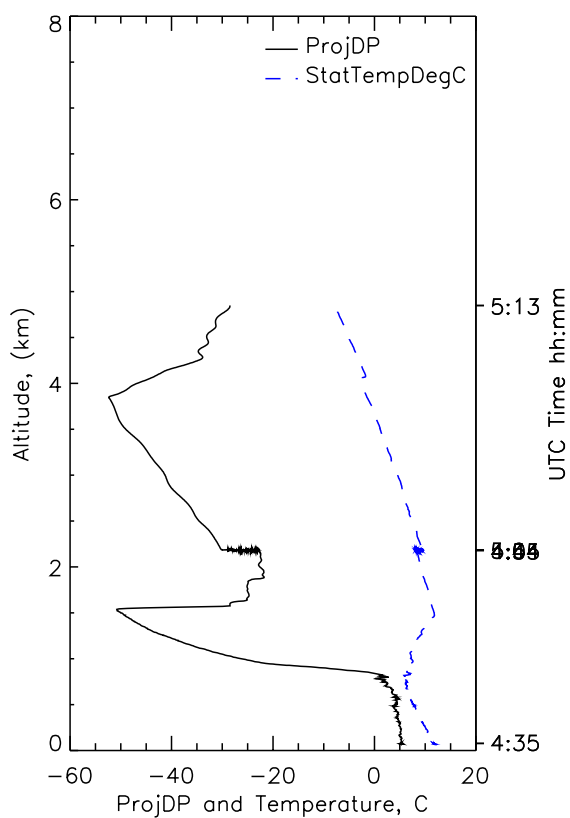
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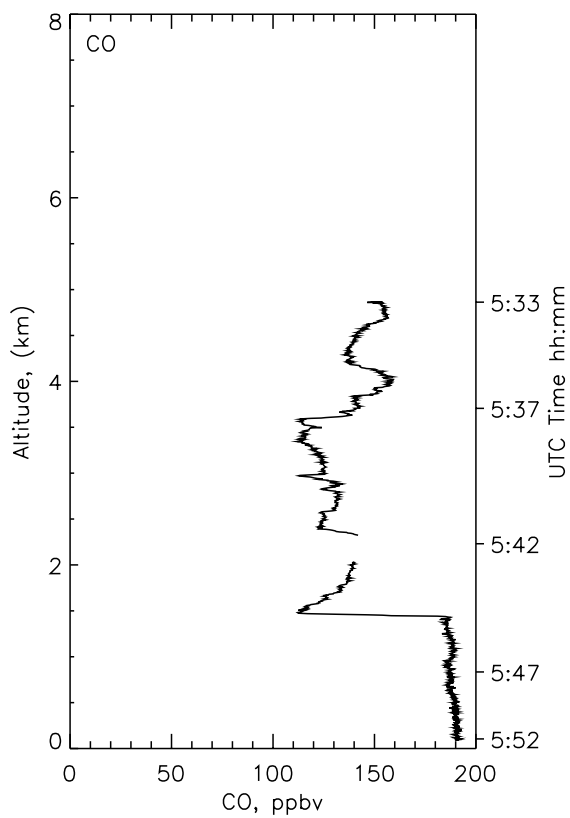
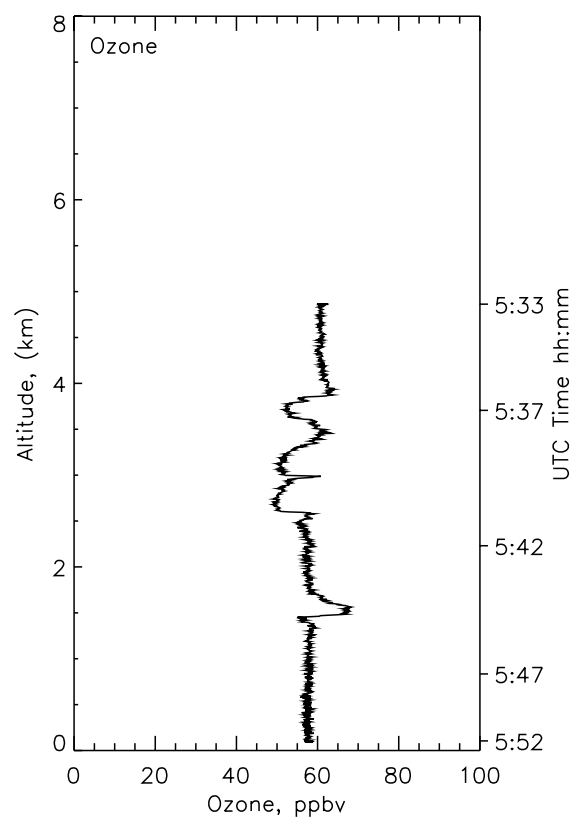
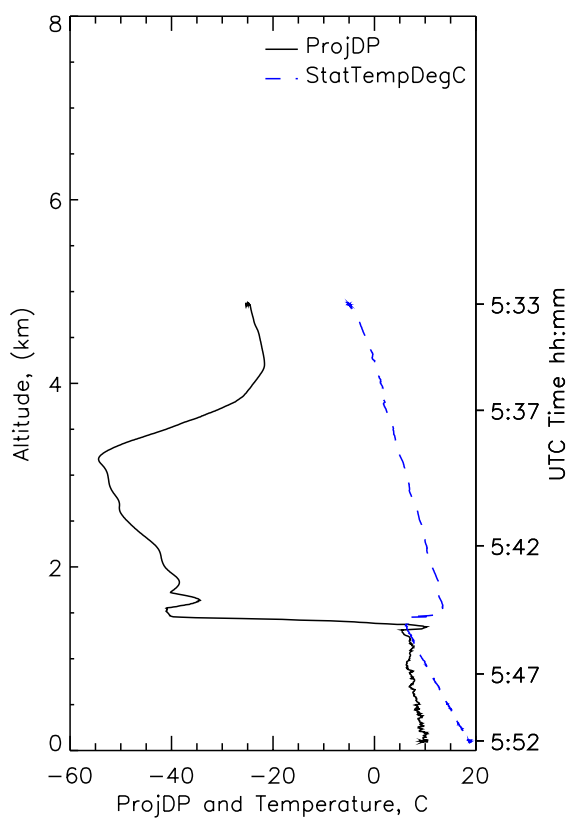
# Profile # 4 TRACE-P P3-B Flight 12



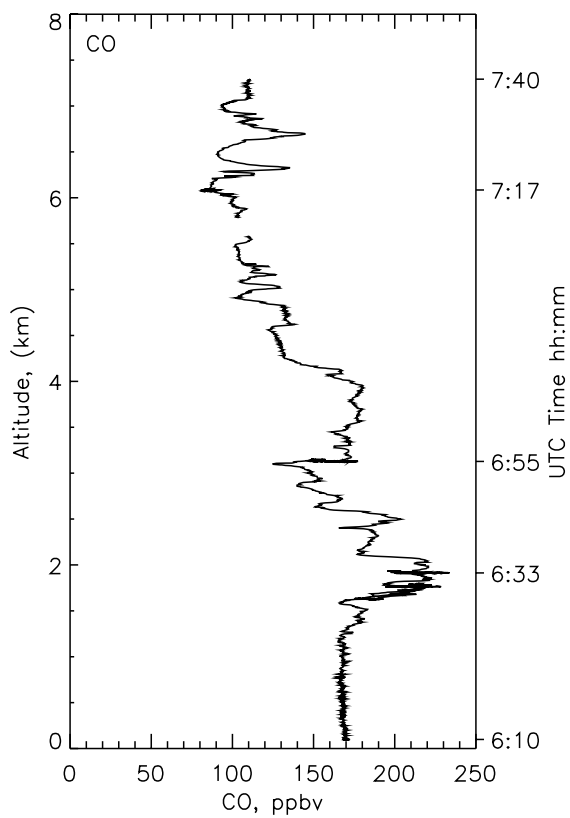
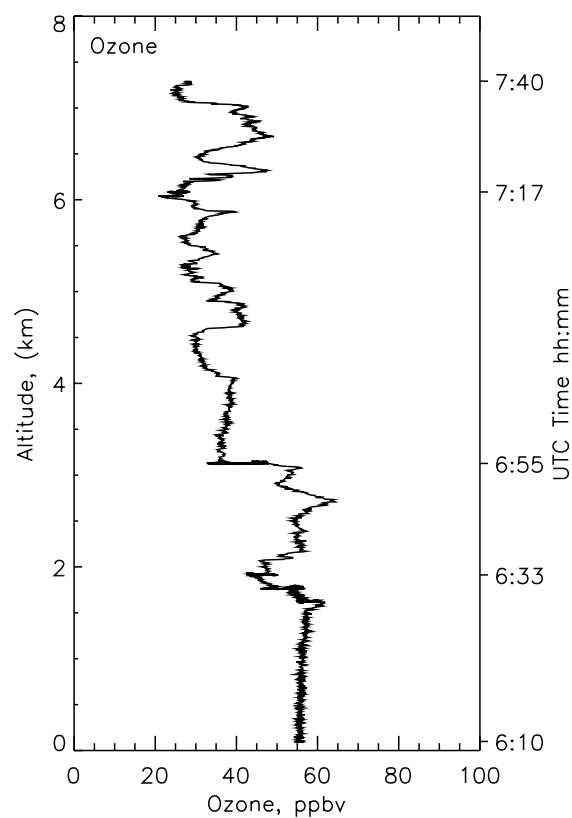
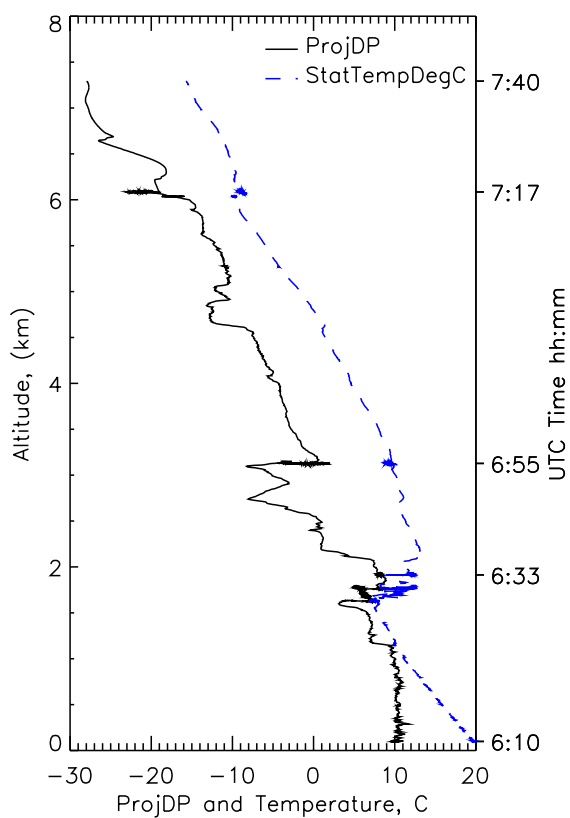
# Profile # 5 TRACE-P P3-B Flight 12



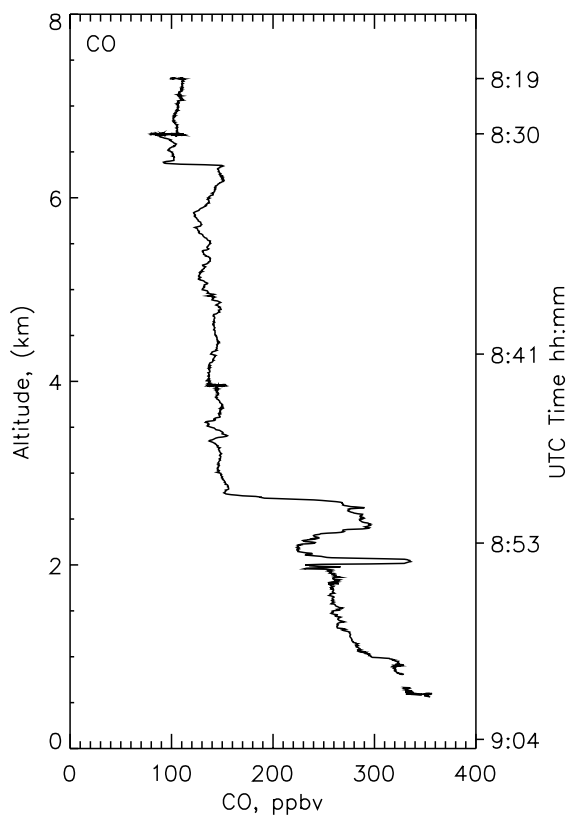
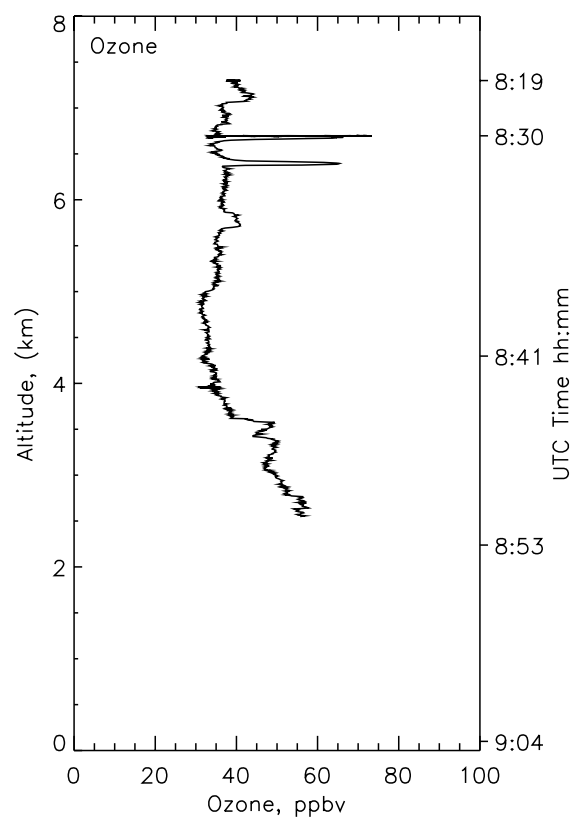
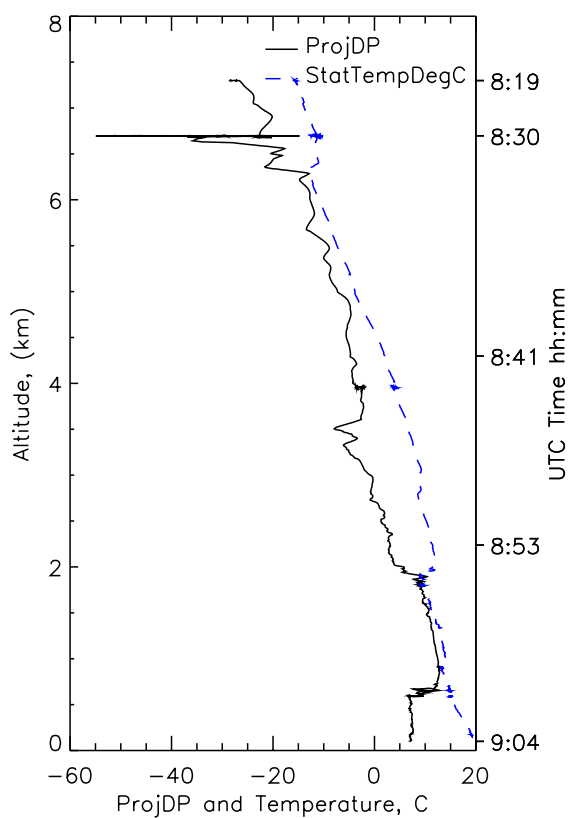
# Profile # 6 TRACE-P P3-B Flight 12



# Profile # 7 TRACE-P P3-B Flight 12



# Profile # 8 TRACE-P P3-B Flight 12



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 13P

Transit: Hong Kong to Okinawa

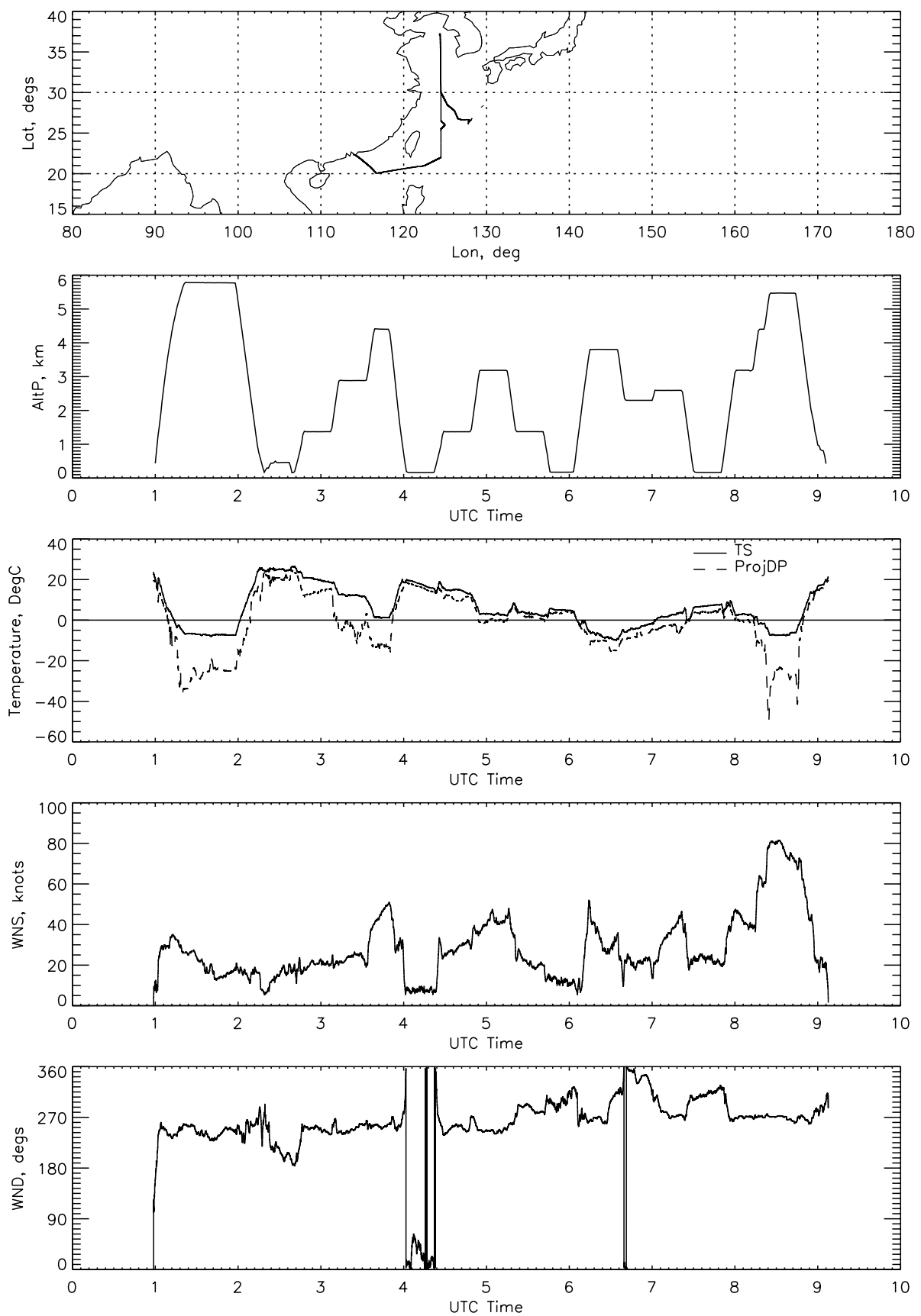
Low Level Outflow to Yellow Sea

March 17, 2001

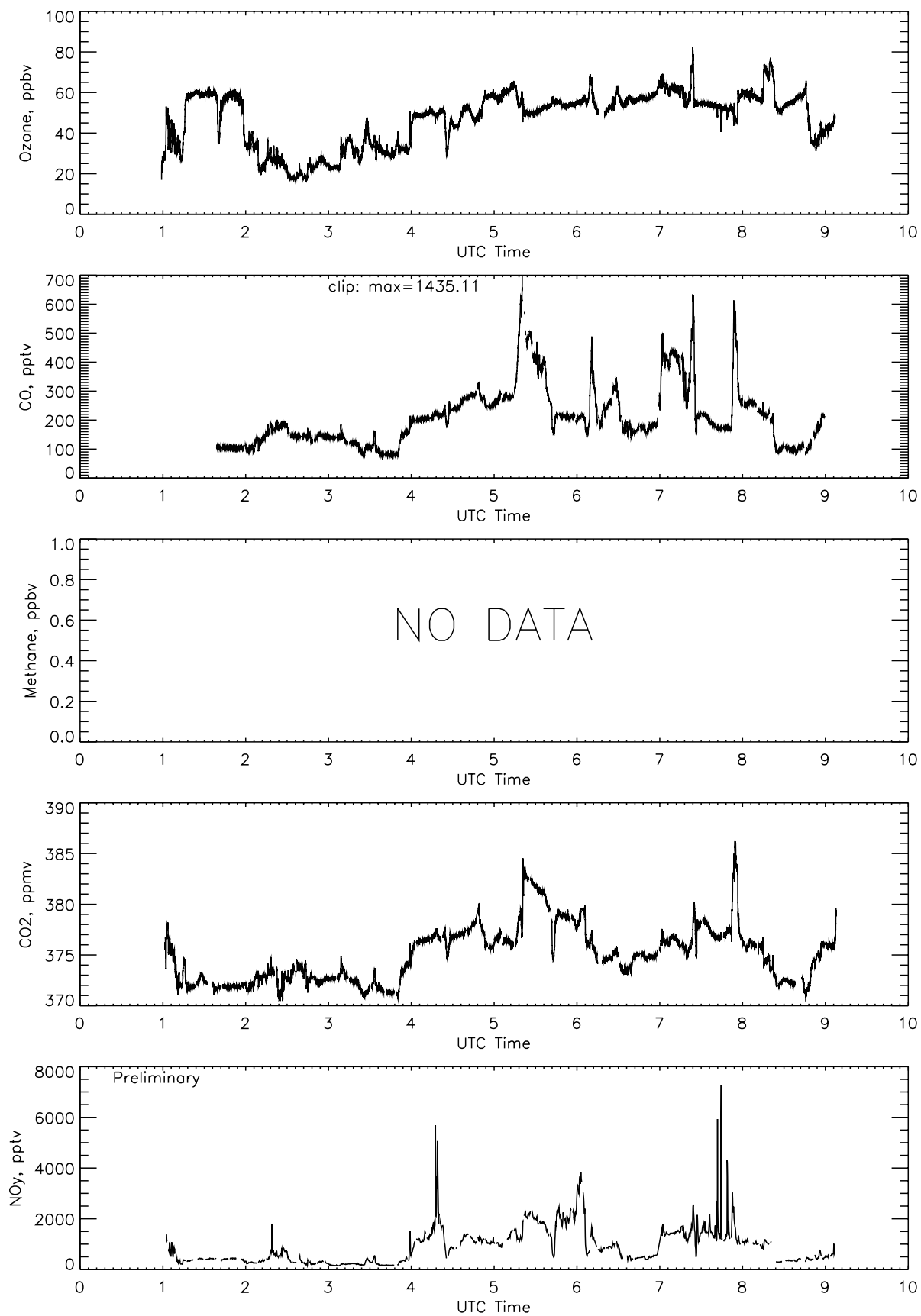




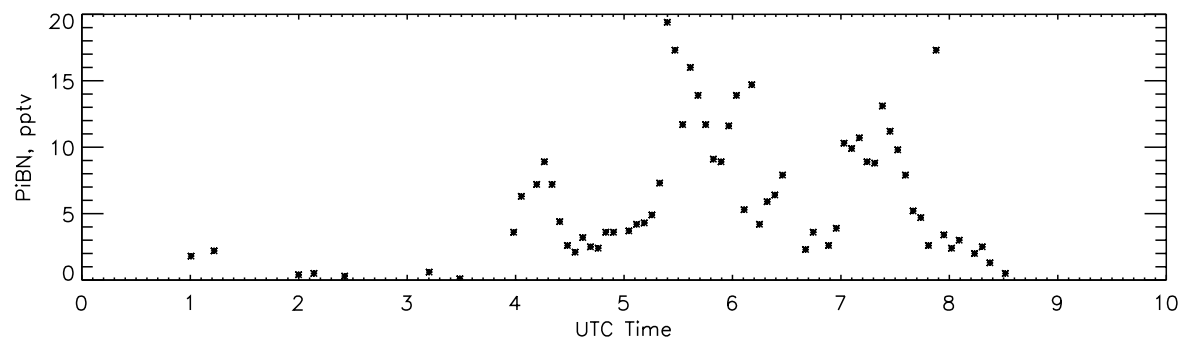
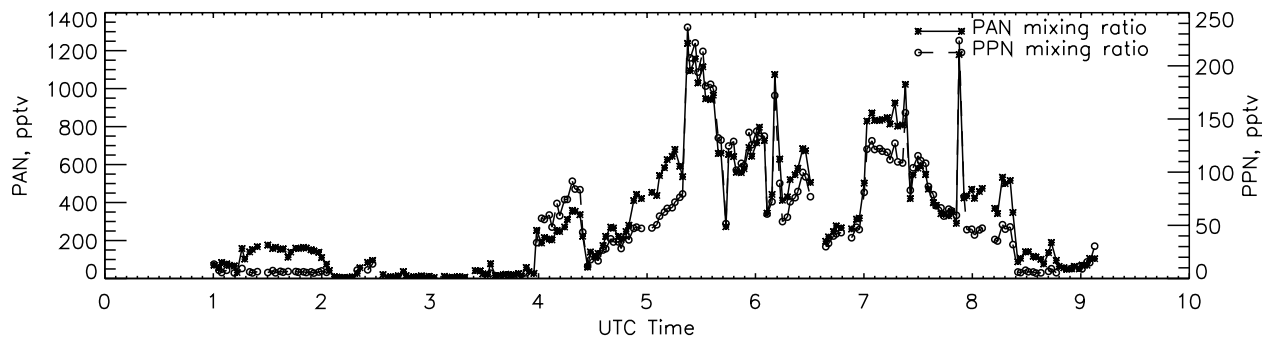
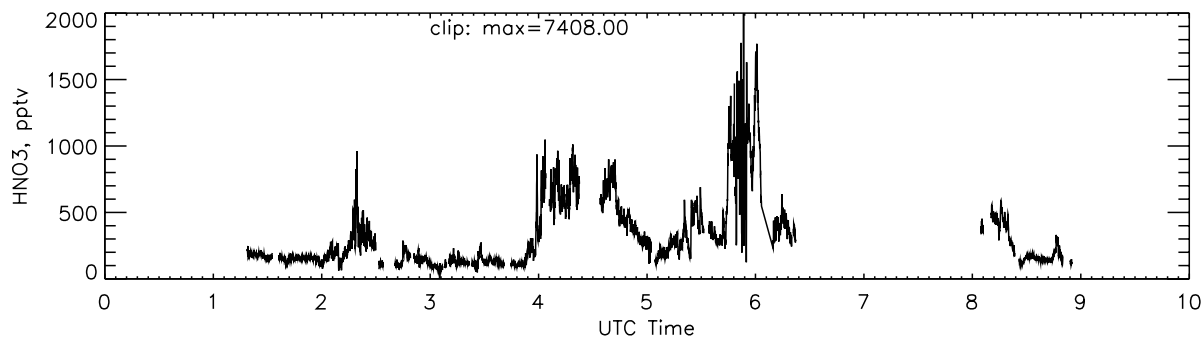
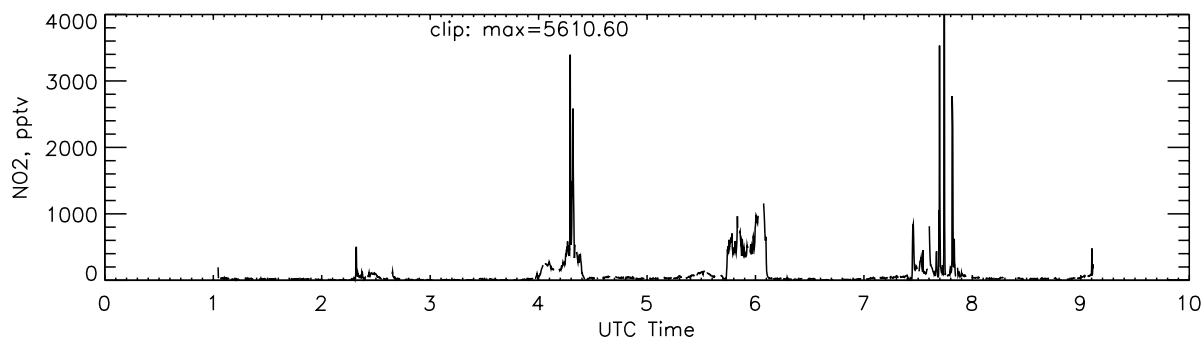
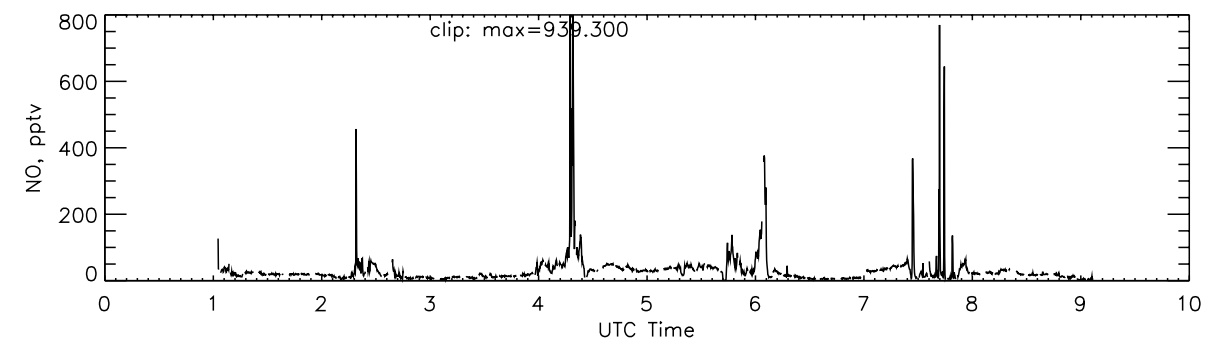
# FINAL DATA: TRACE-P P3-B Flight 13



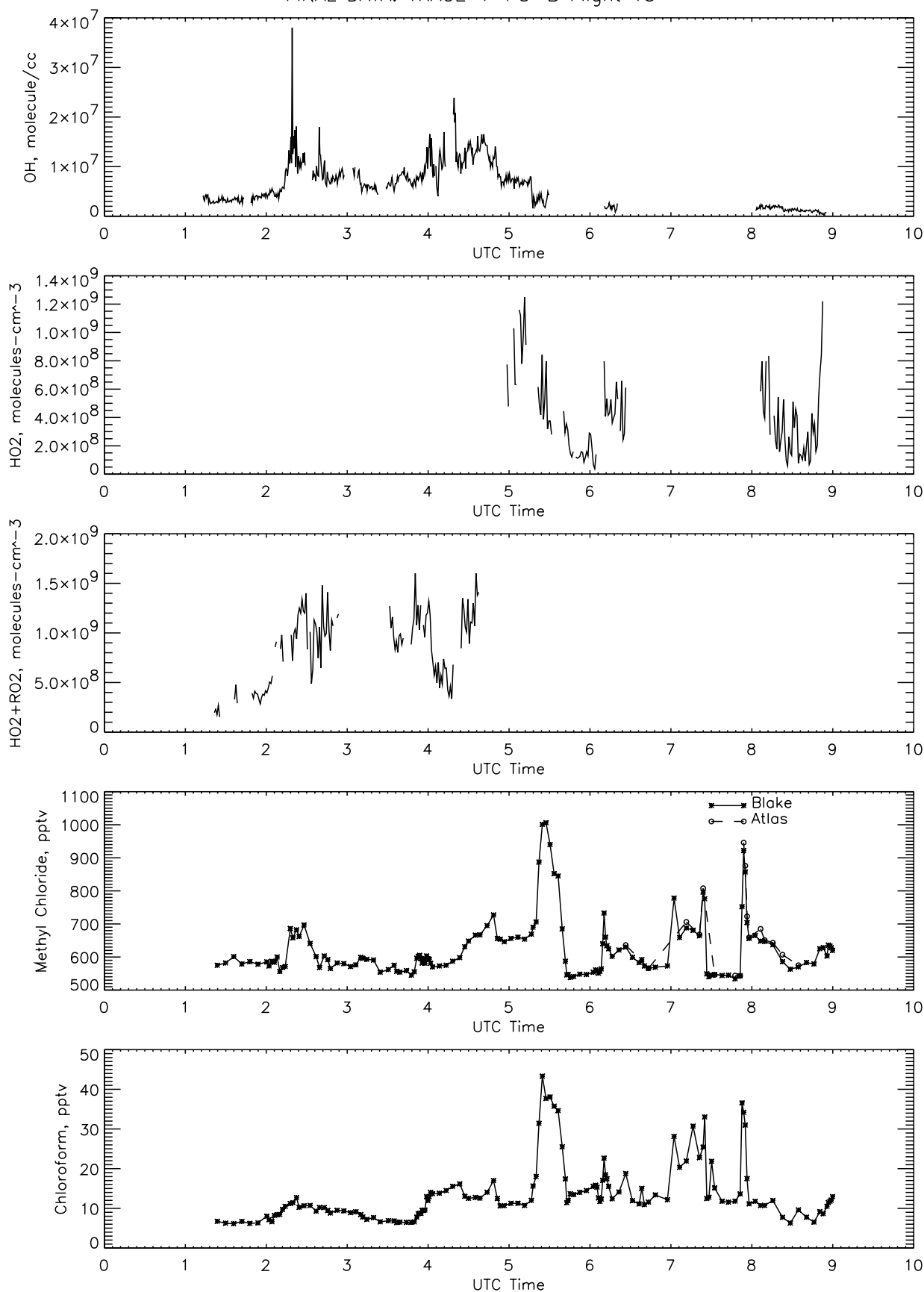
FINAL DATA: TRACE-P P3-B Flight 13



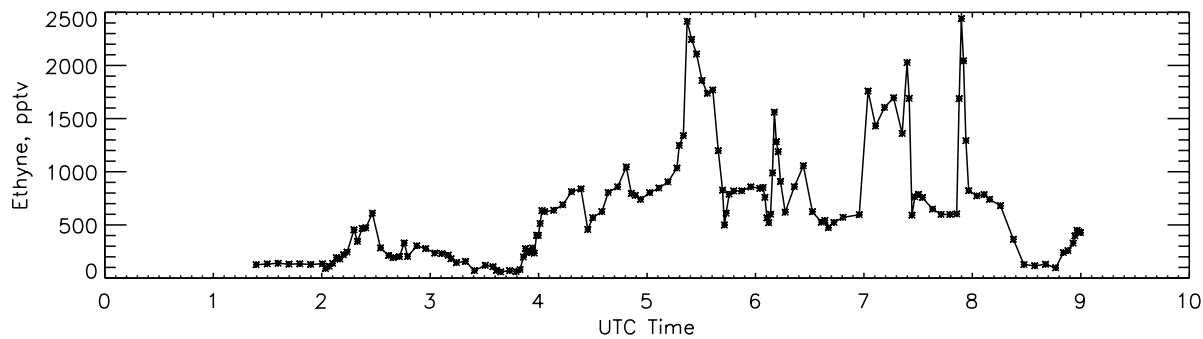
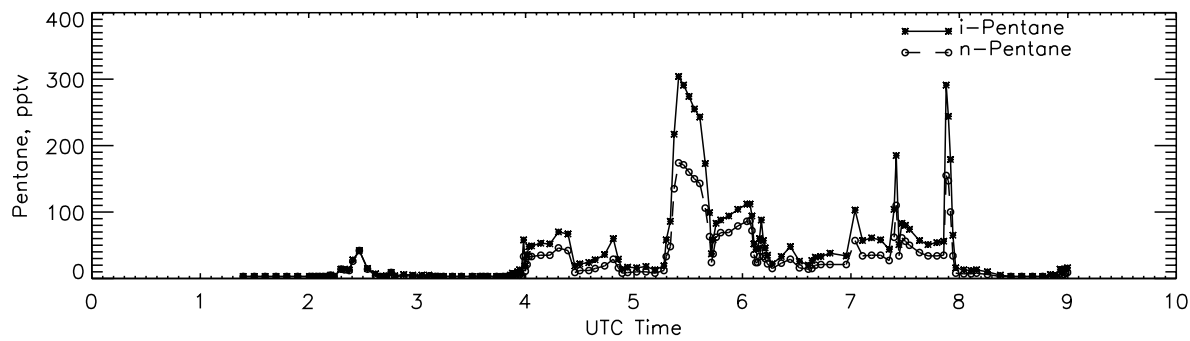
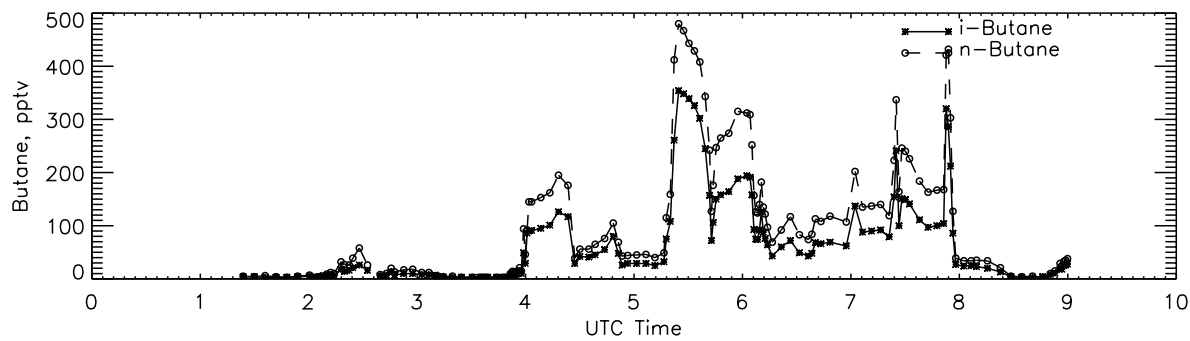
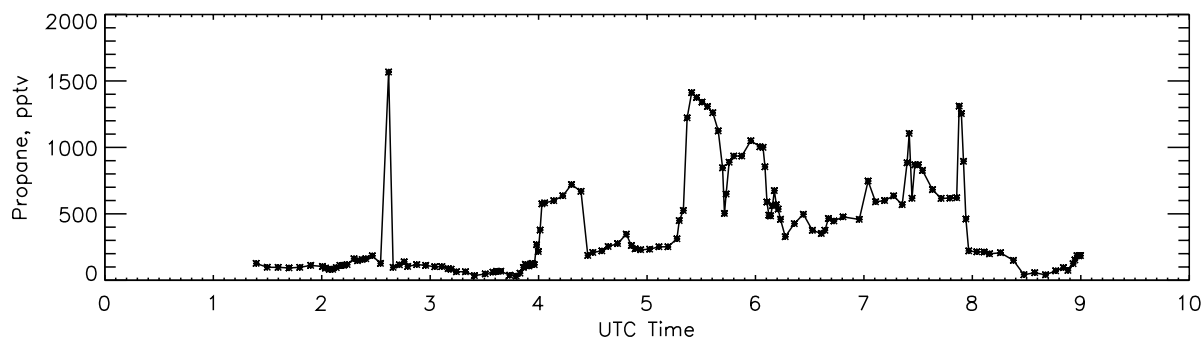
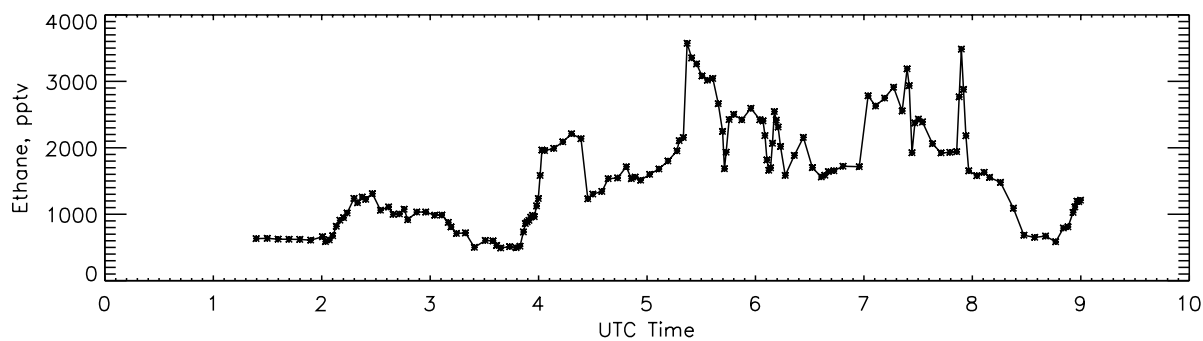
# FINAL DATA: TRACE-P P3-B Flight 13



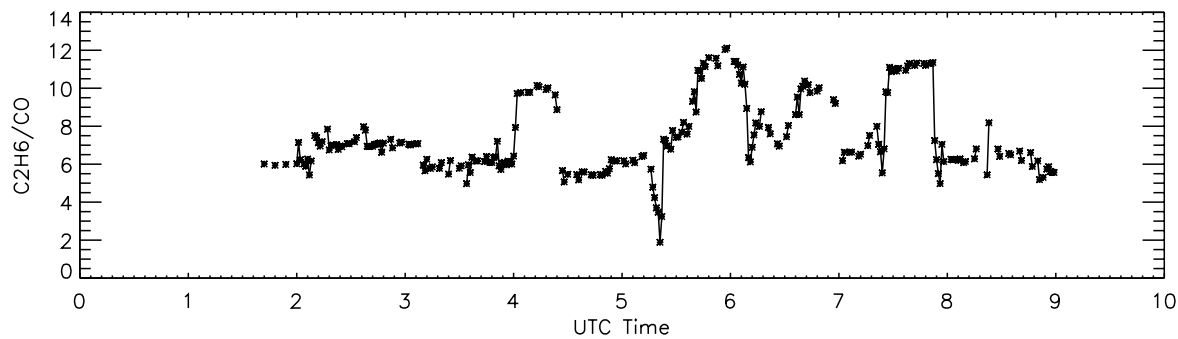
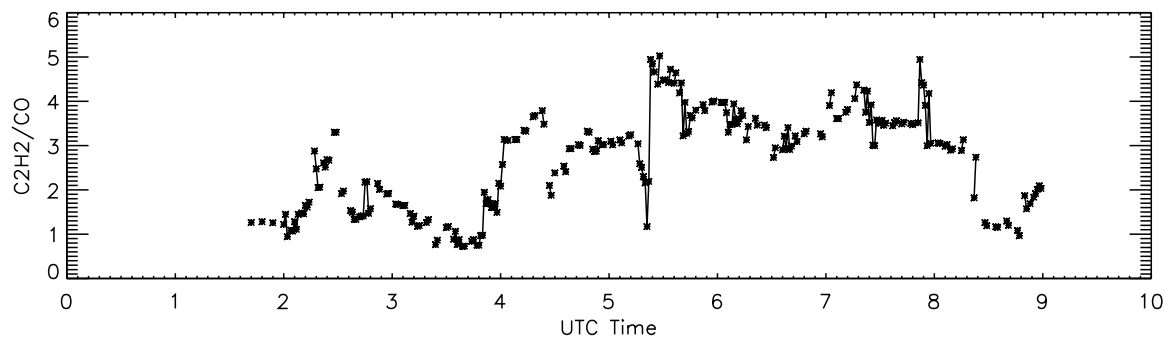
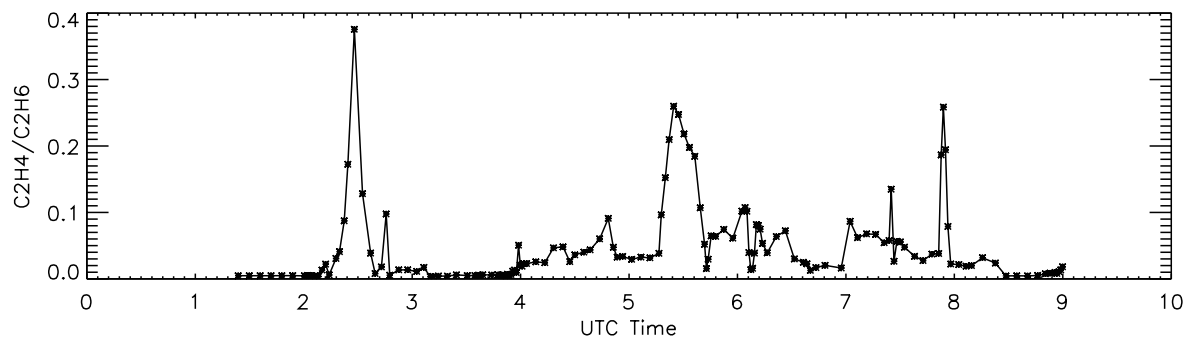
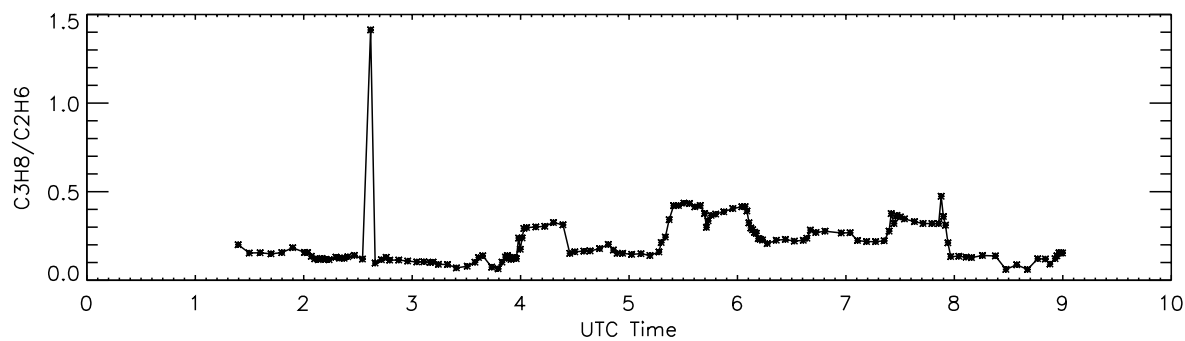
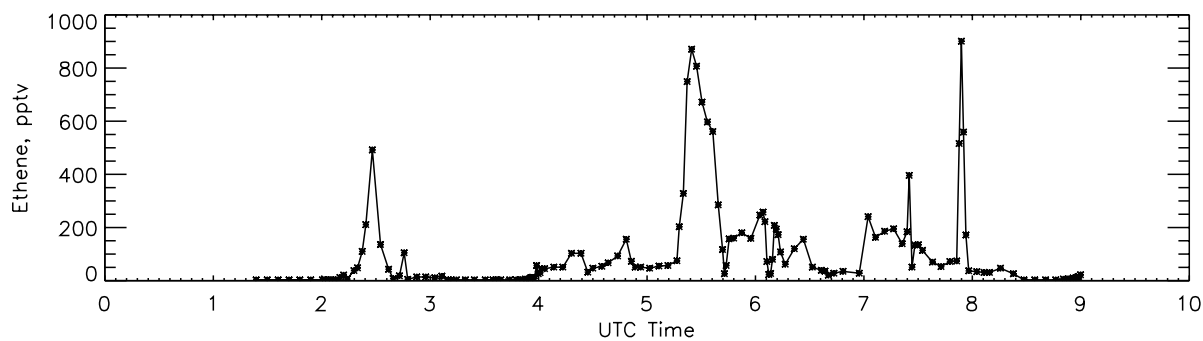
# FINAL DATA: TRACE-P P3-B Flight 13



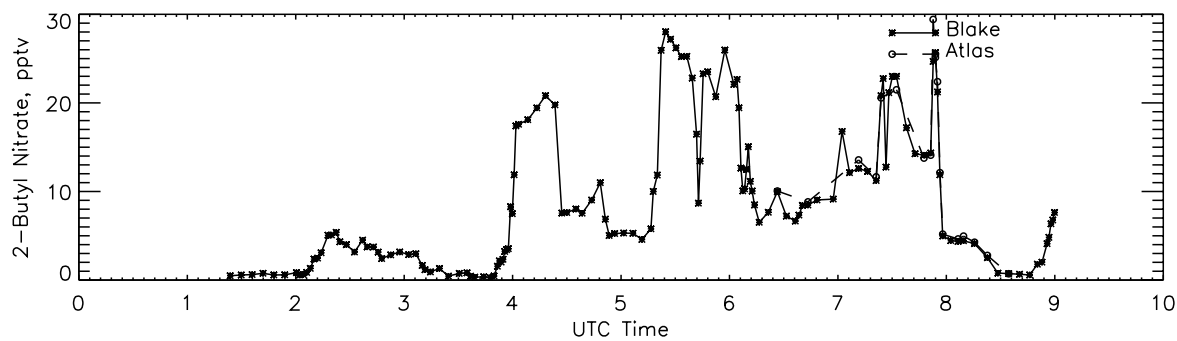
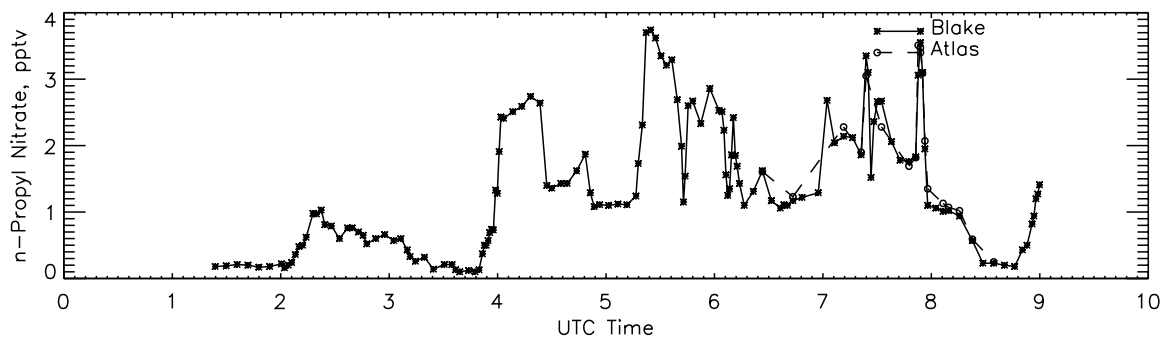
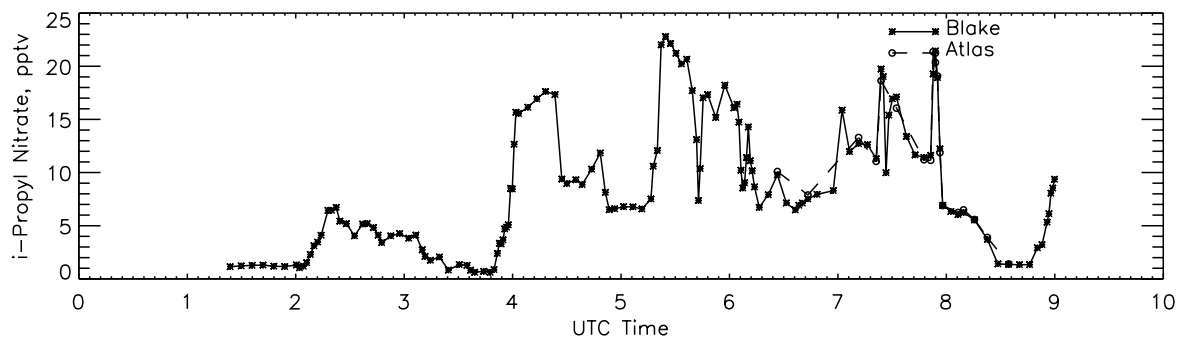
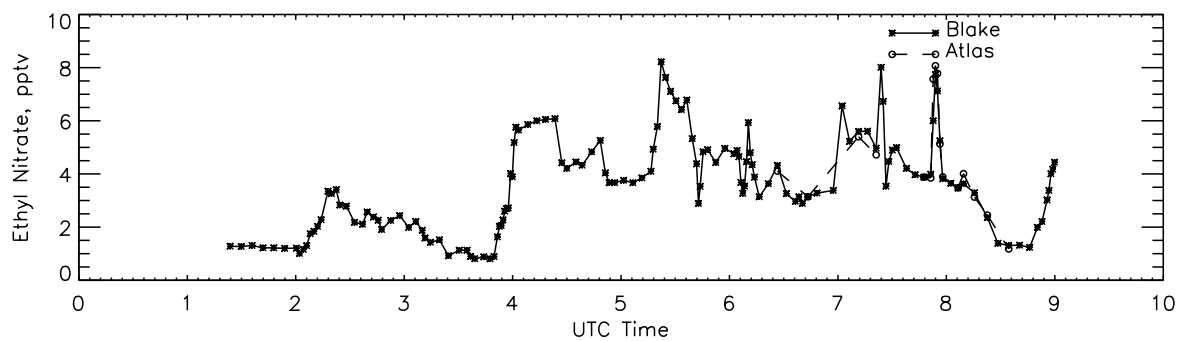
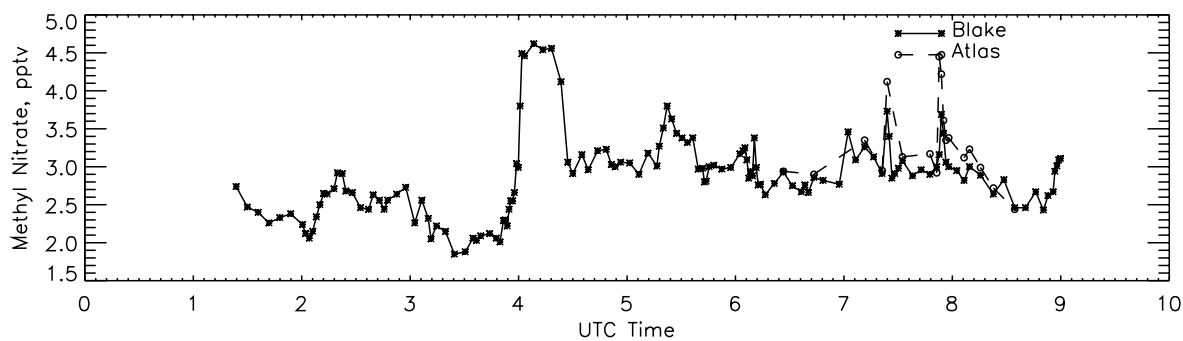
# FINAL DATA: TRACE-P P3-B Flight 13



# FINAL DATA: TRACE-P P3-B Flight 13

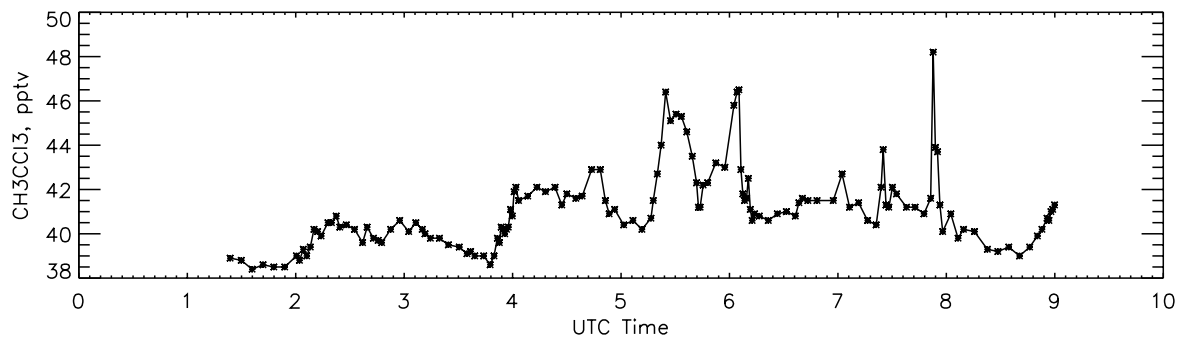
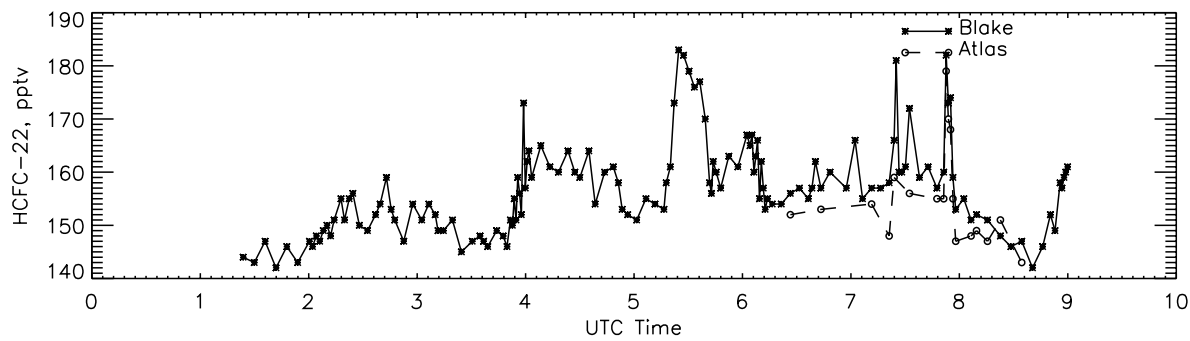
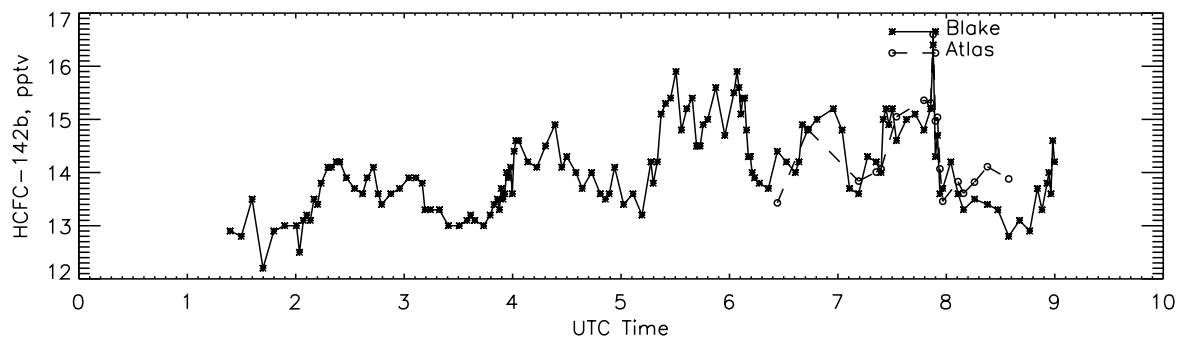
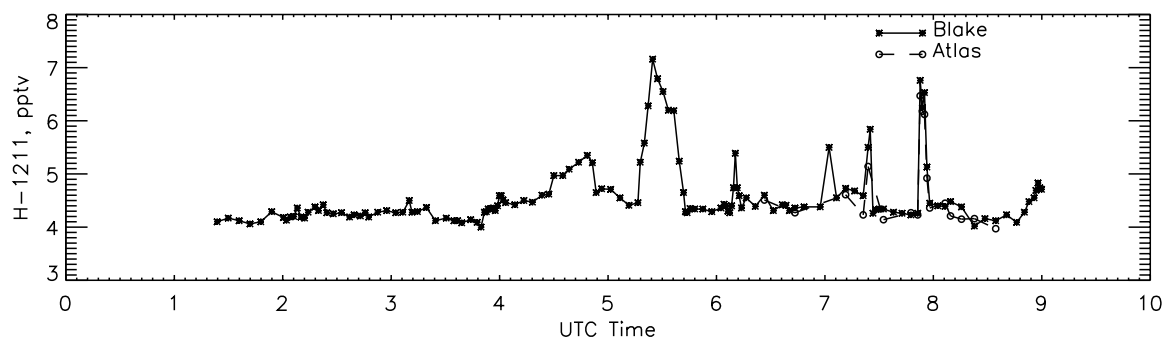
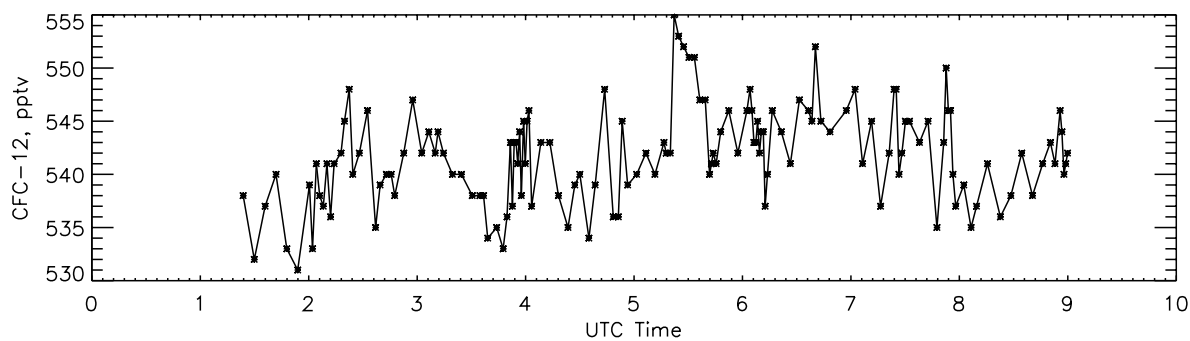


# FINAL DATA: TRACE-P P3-B Flight 13

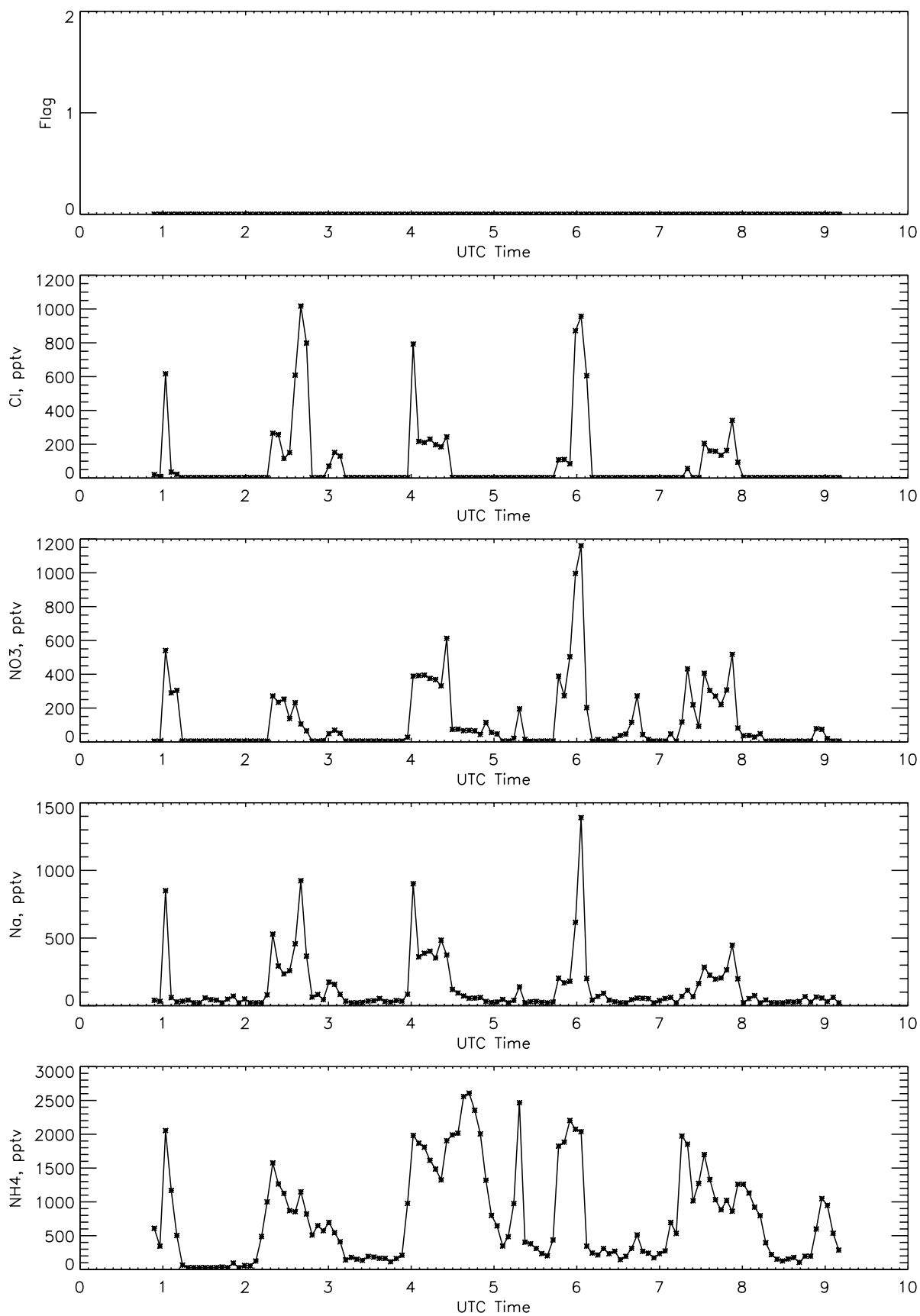




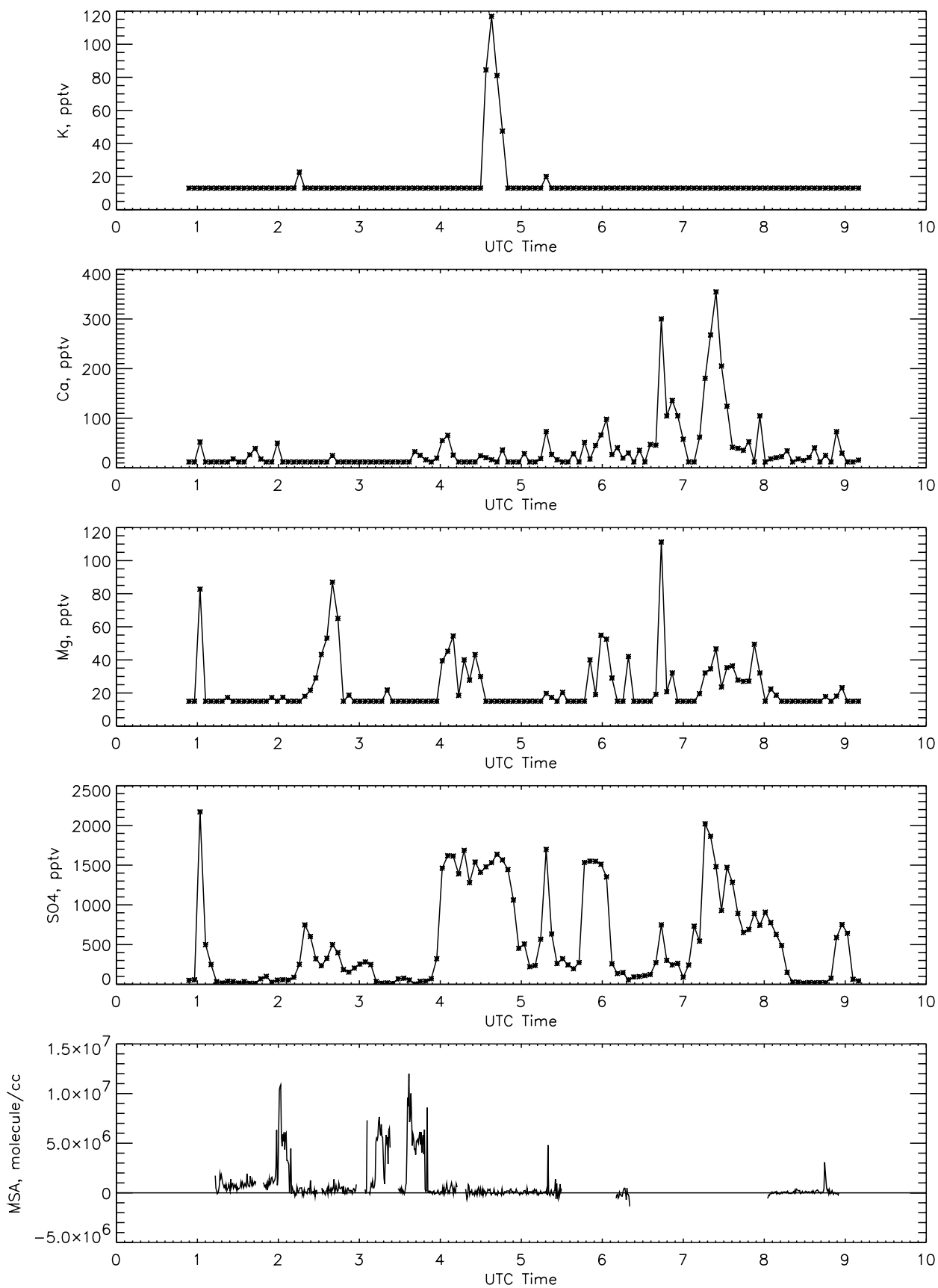
# FINAL DATA: TRACE-P P3-B Flight 13



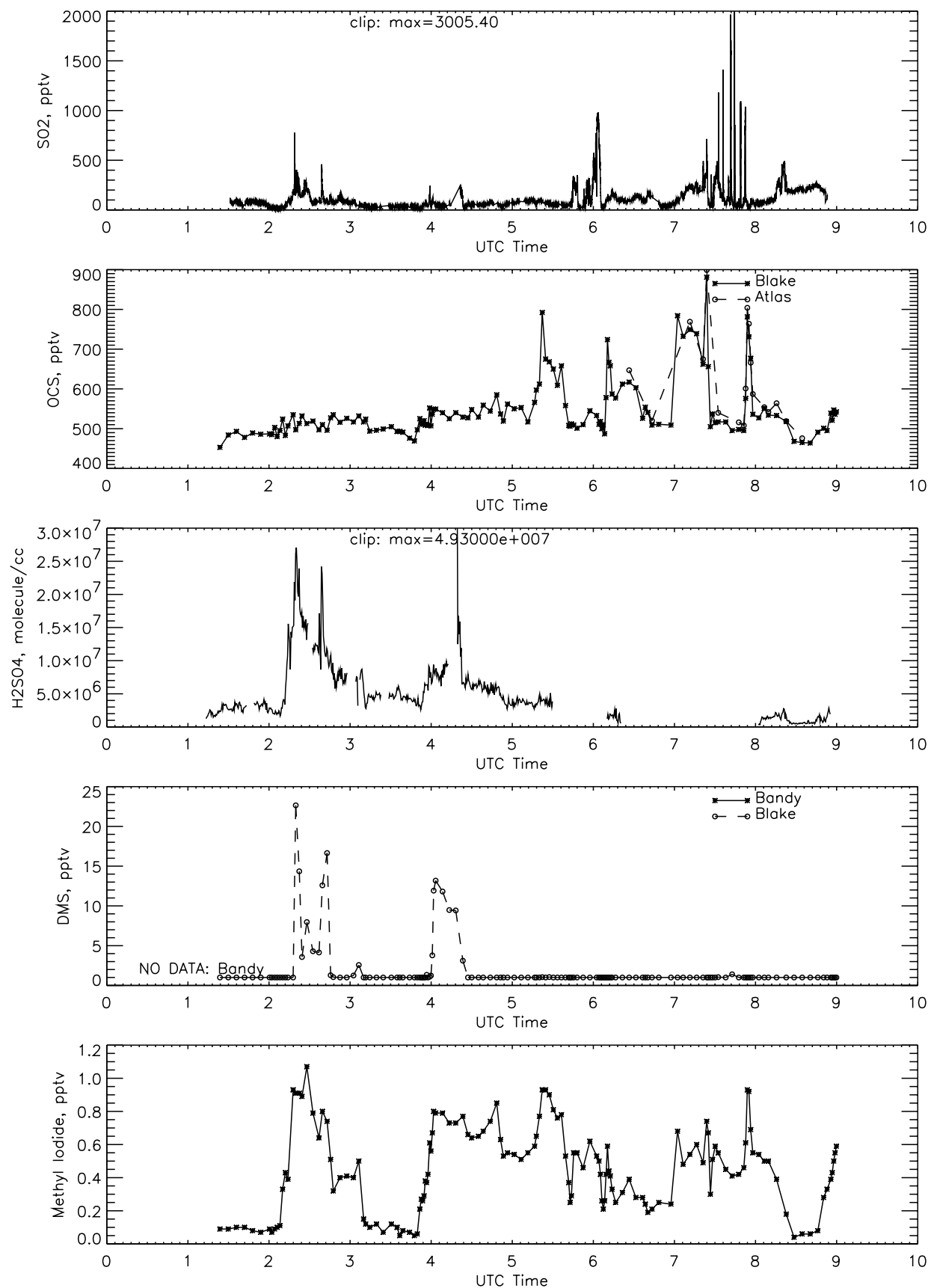
# FINAL DATA: TRACE-P P3-B Flight 13



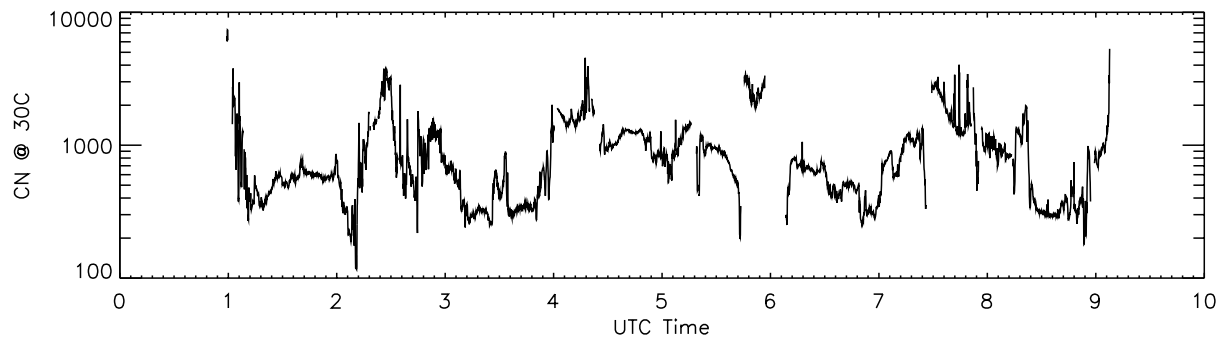
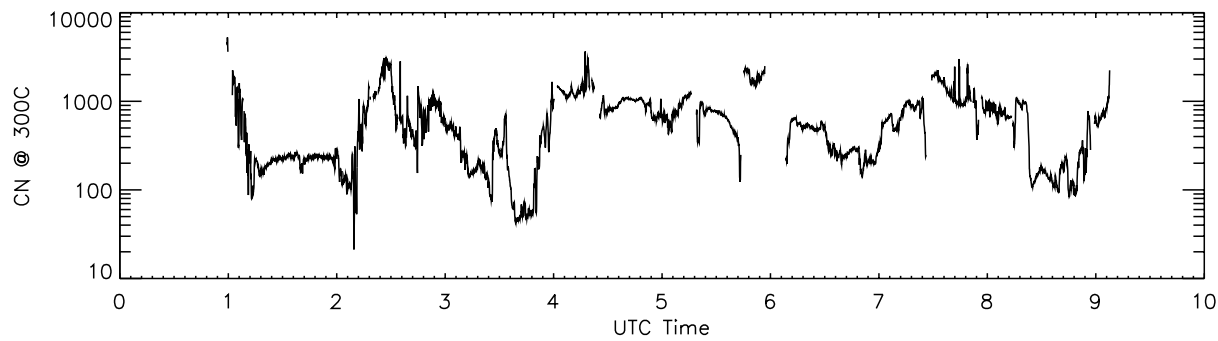
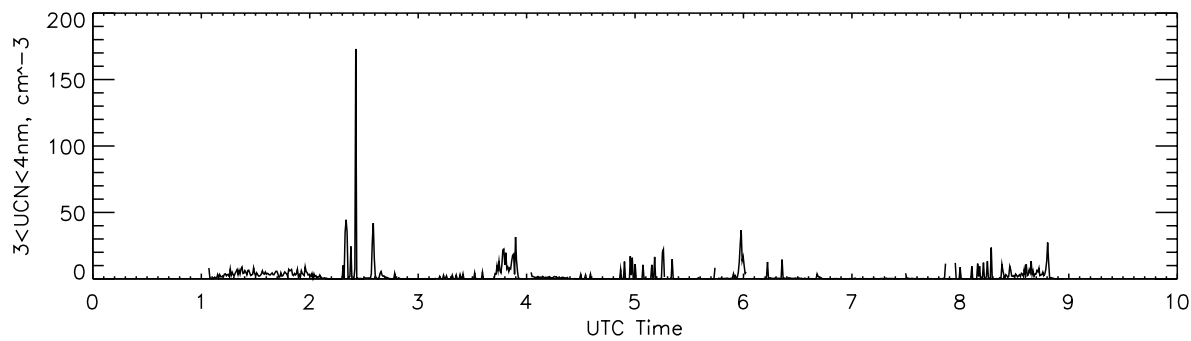
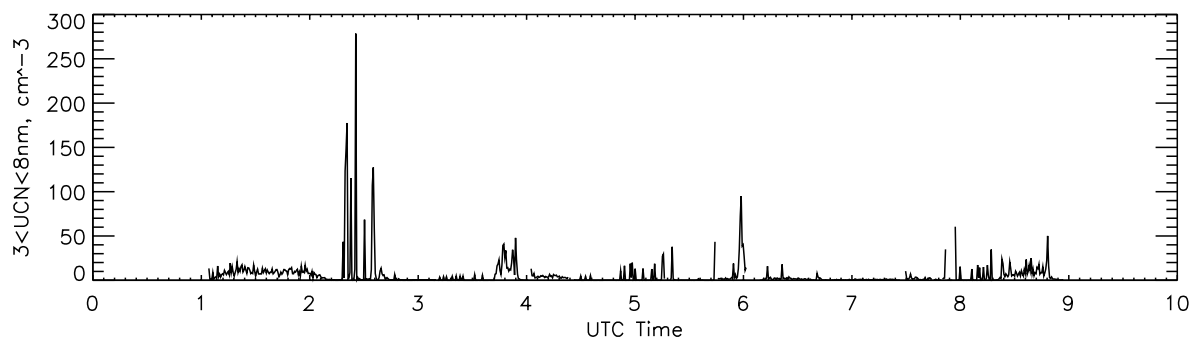
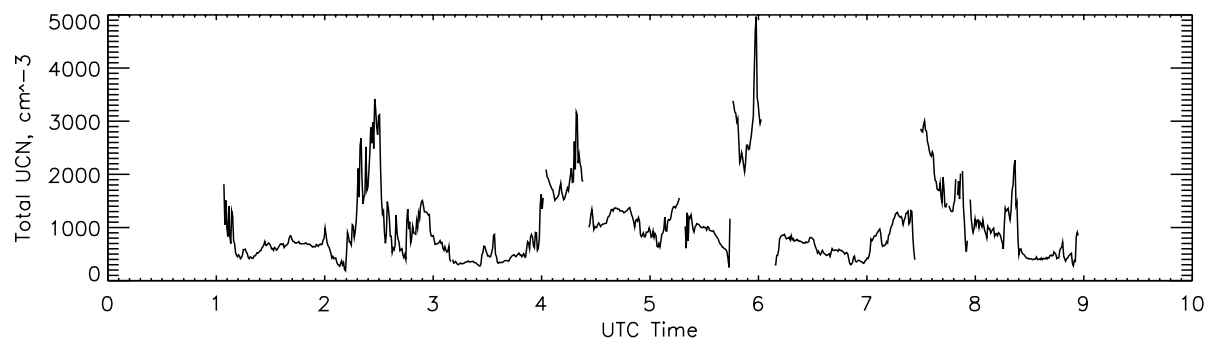
# FINAL DATA: TRACE-P P3-B Flight 13



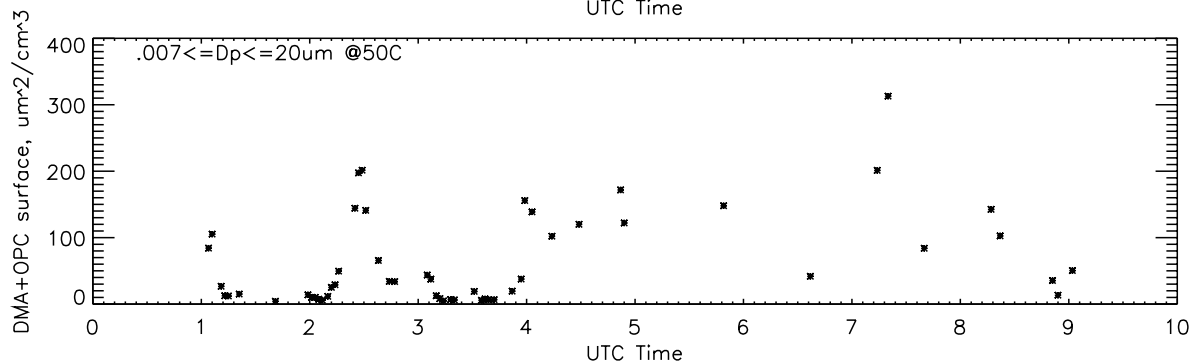
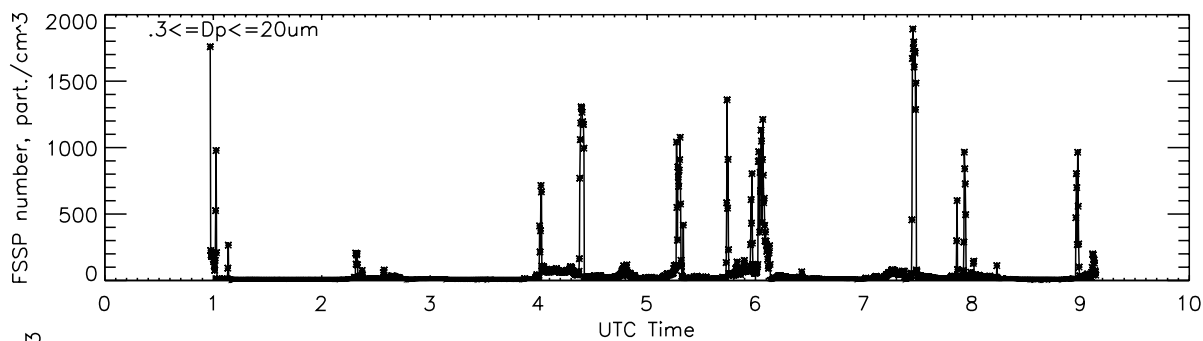
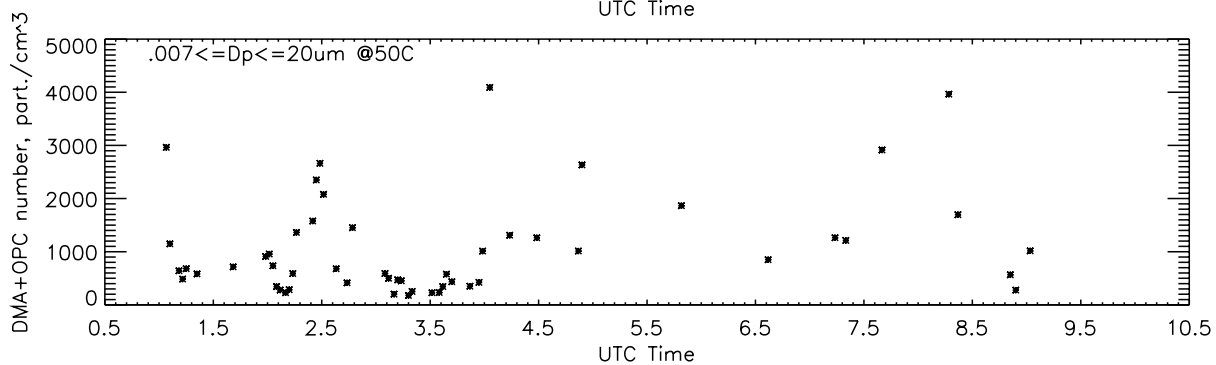
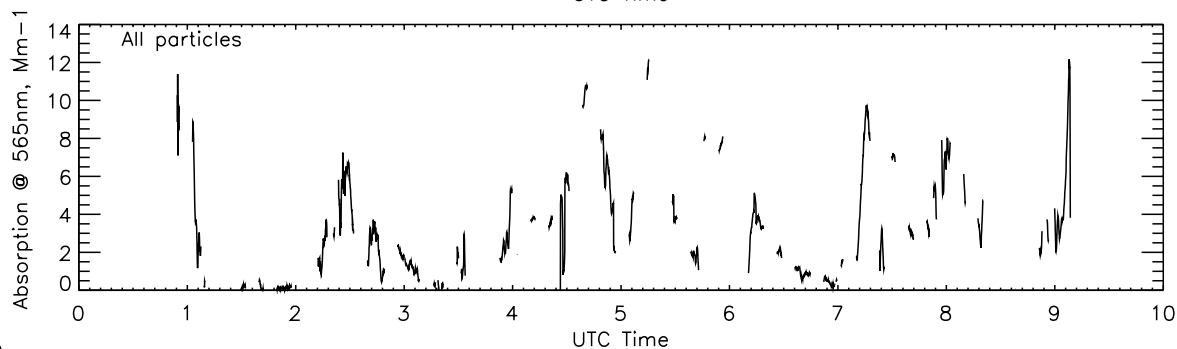
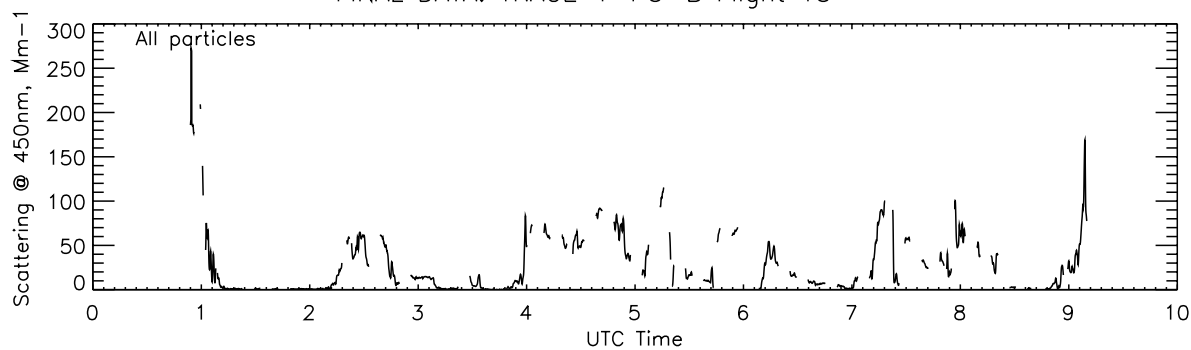
# FINAL DATA: TRACE-P P3-B Flight 13



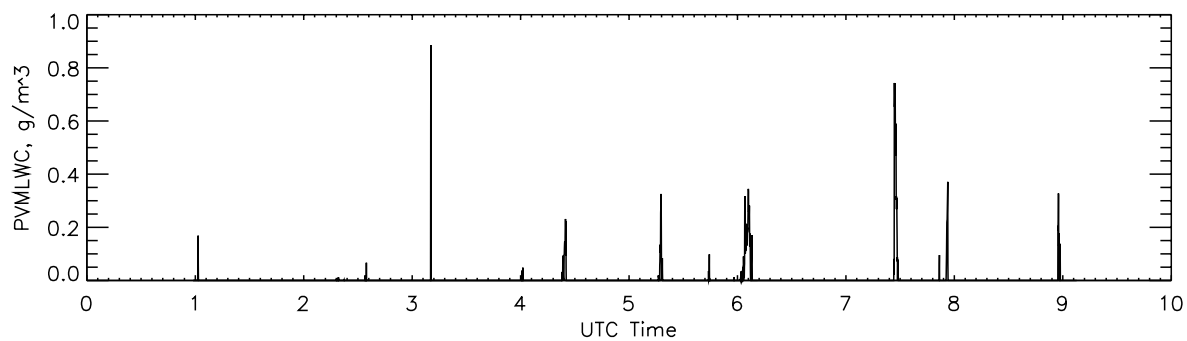
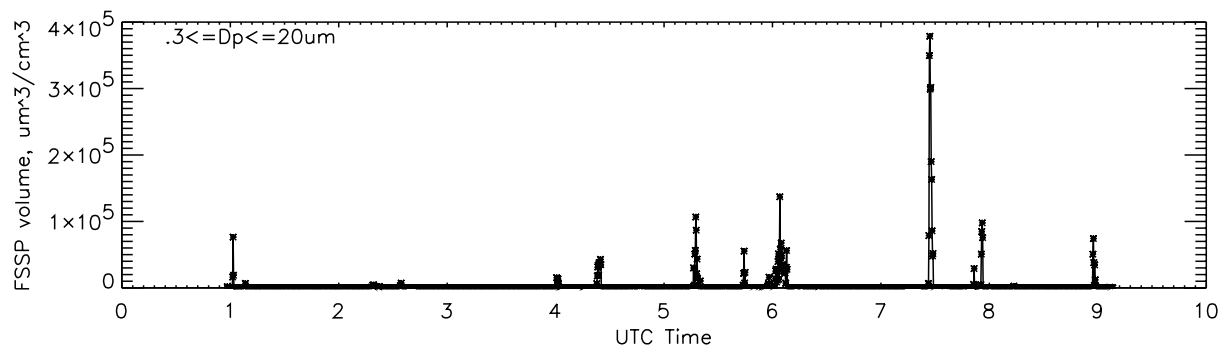
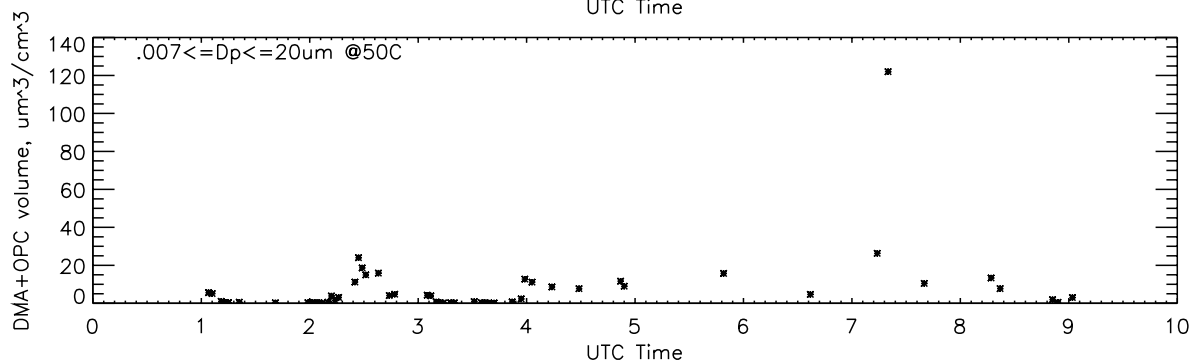
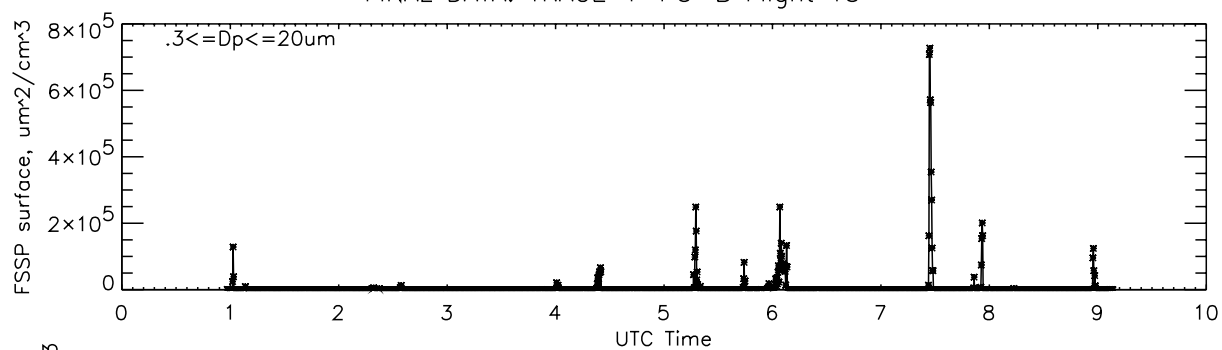
# FINAL DATA: TRACE-P P3-B Flight 13



# FINAL DATA: TRACE-P P3-B Flight 13

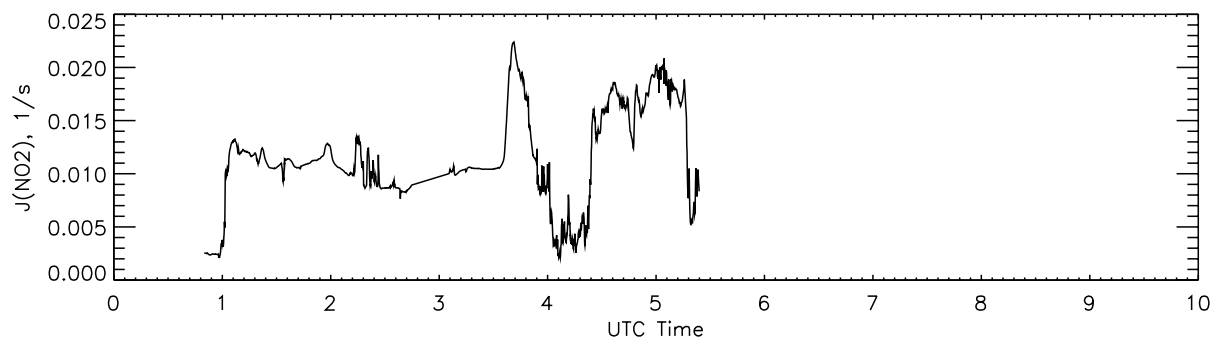
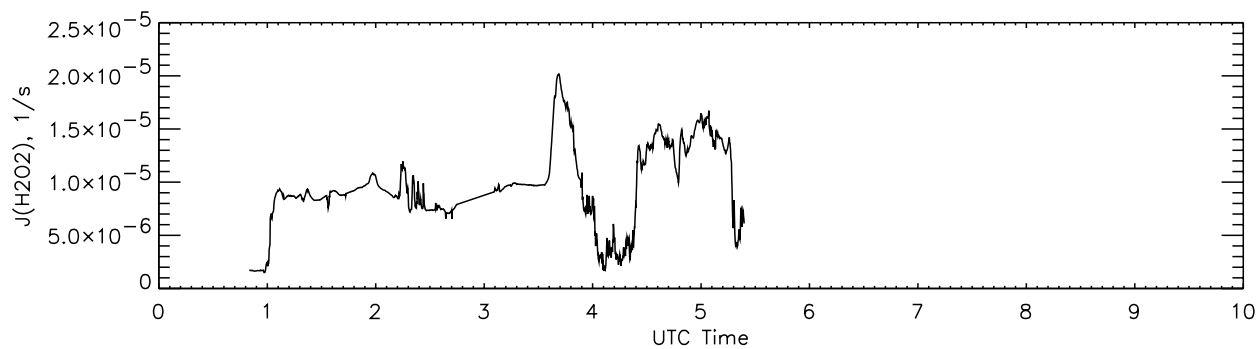
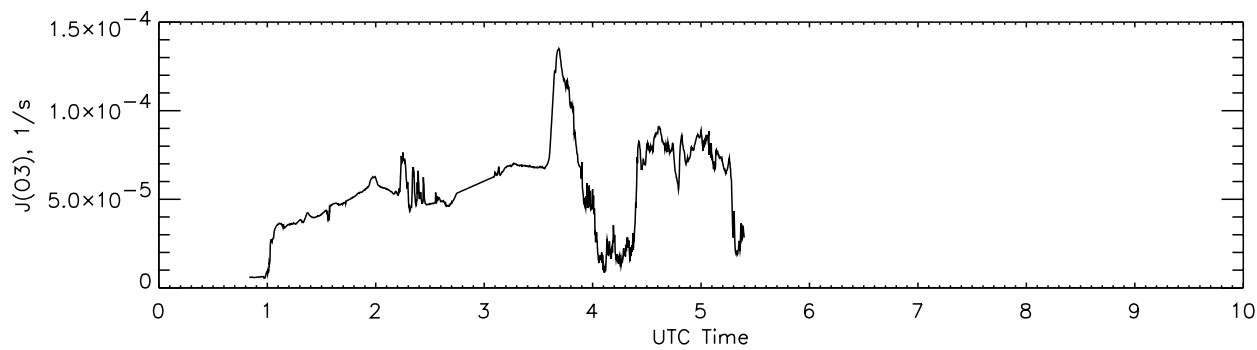
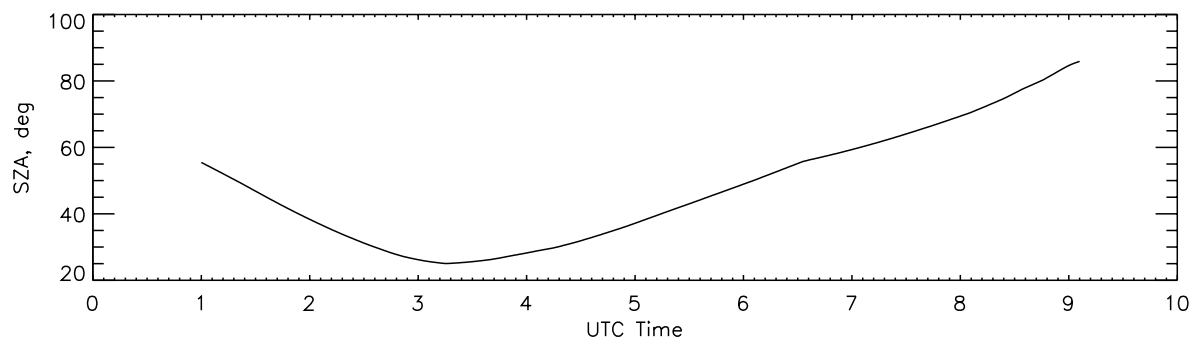
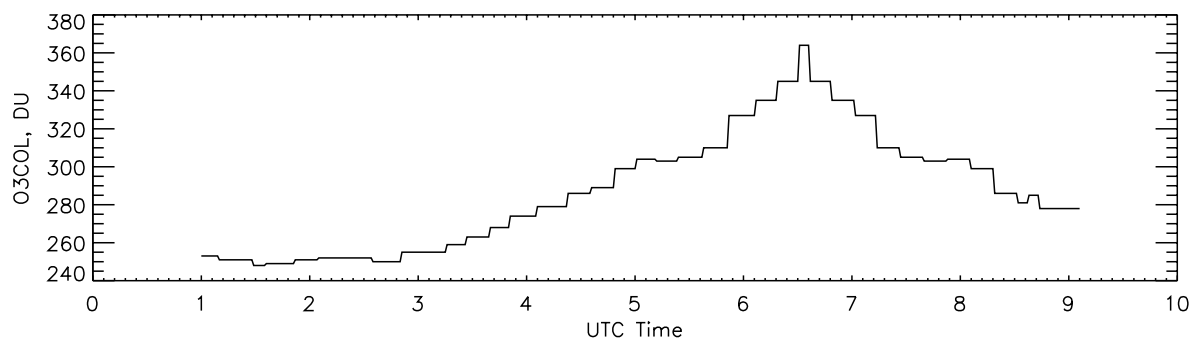


# FINAL DATA: TRACE-P P3-B Flight 13



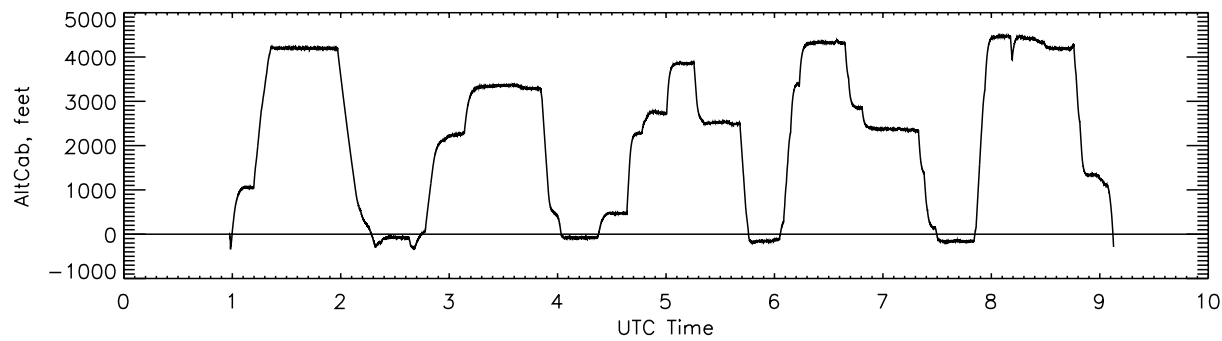
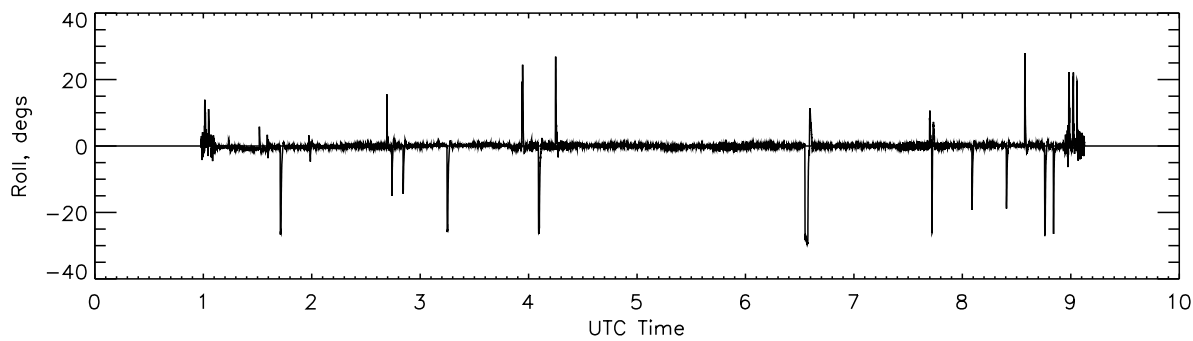
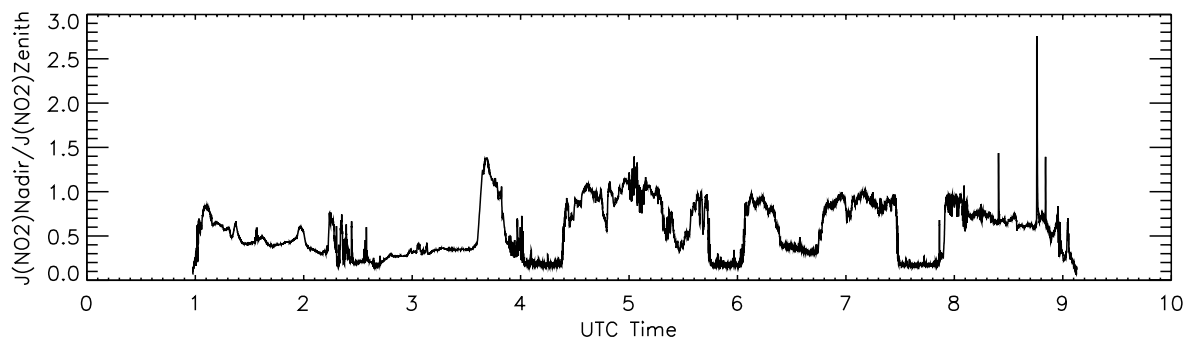
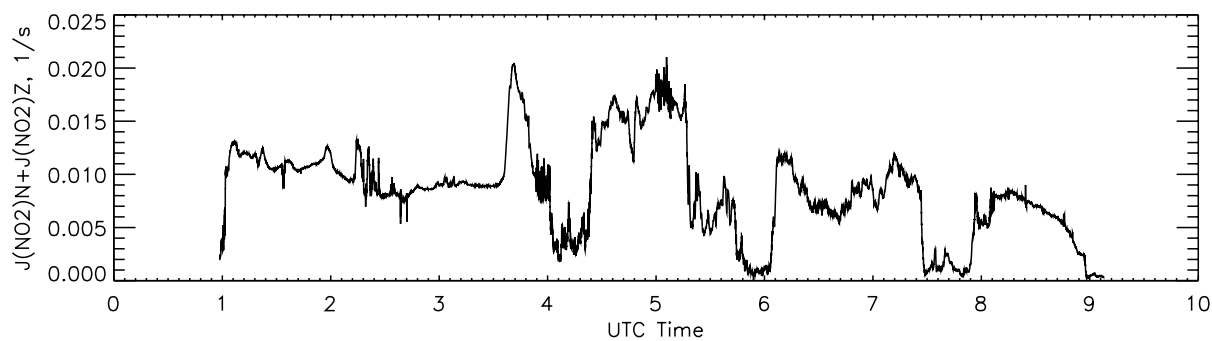
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# FINAL DATA: TRACE-P P3-B Flight 13

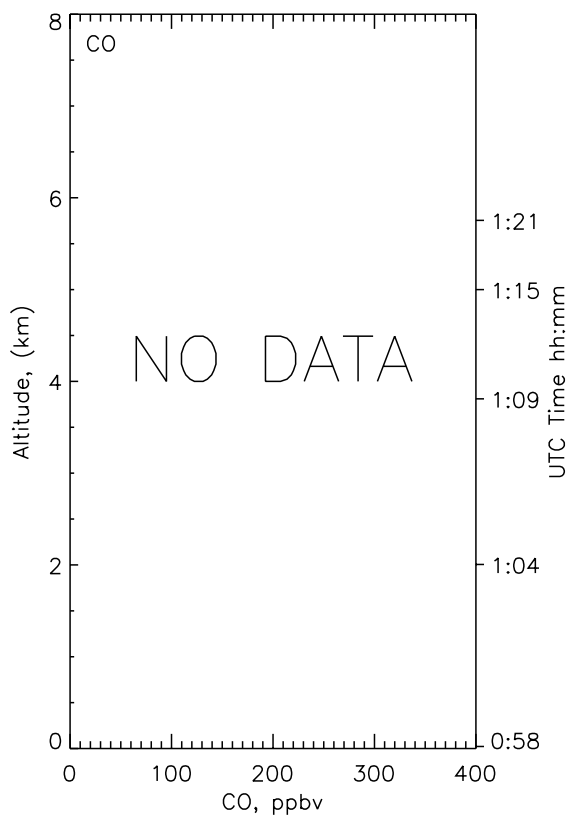
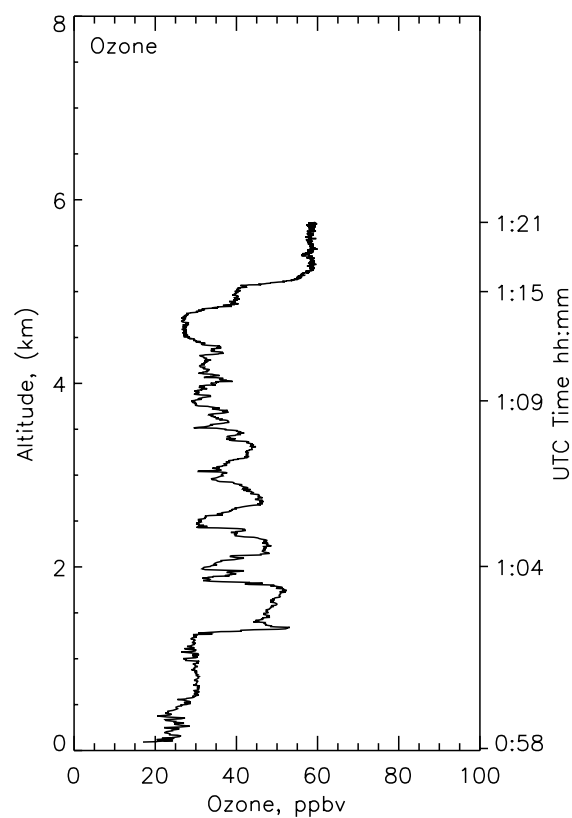
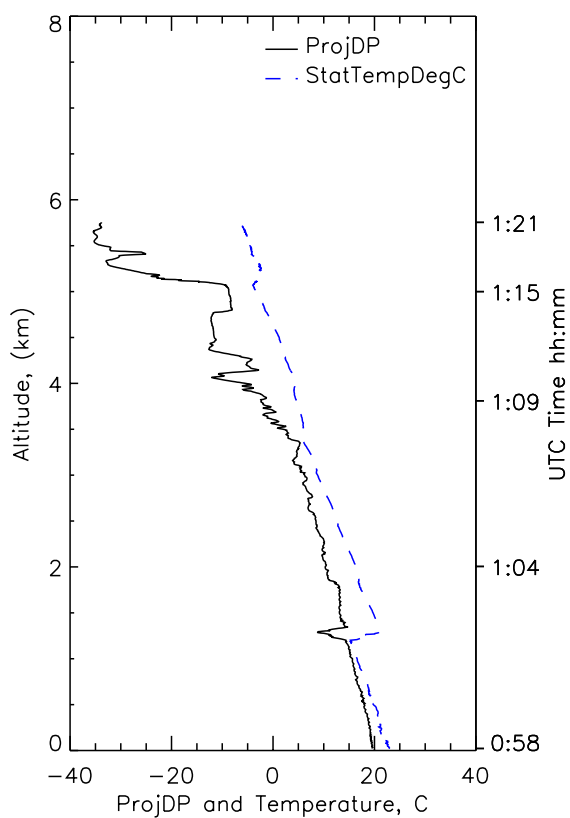




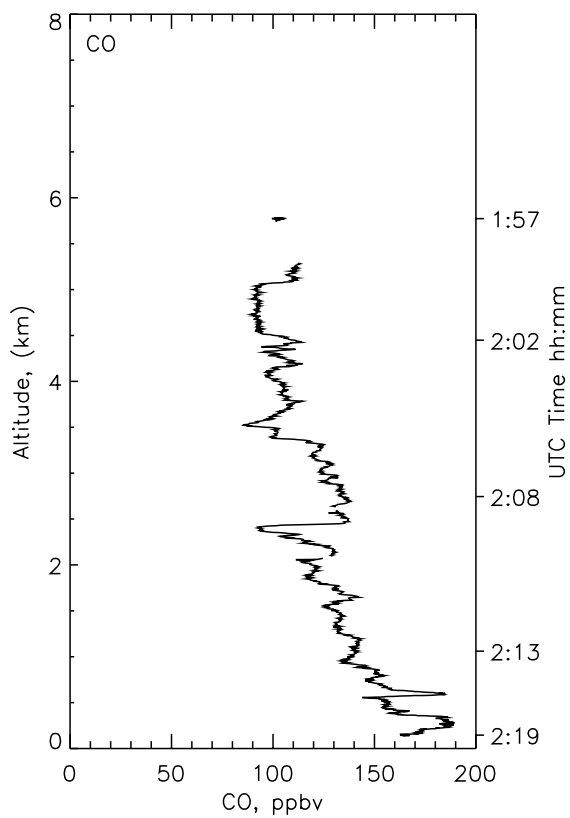
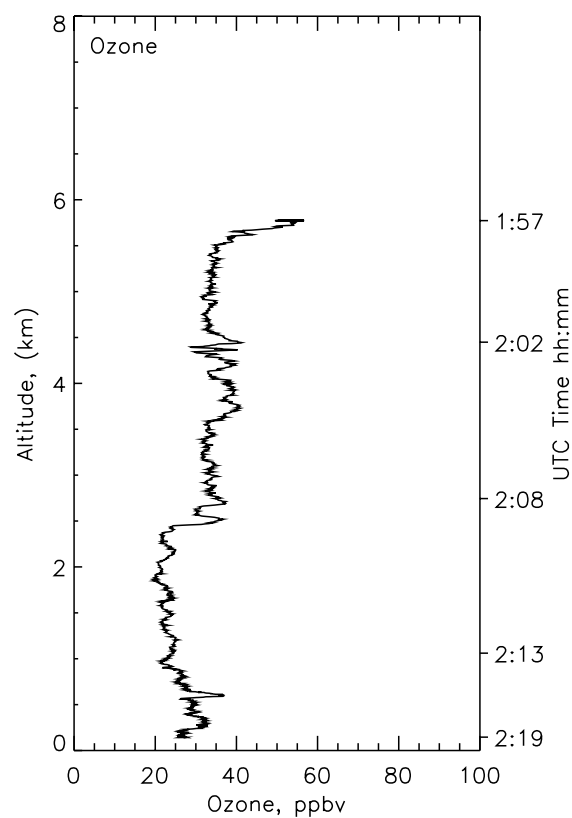
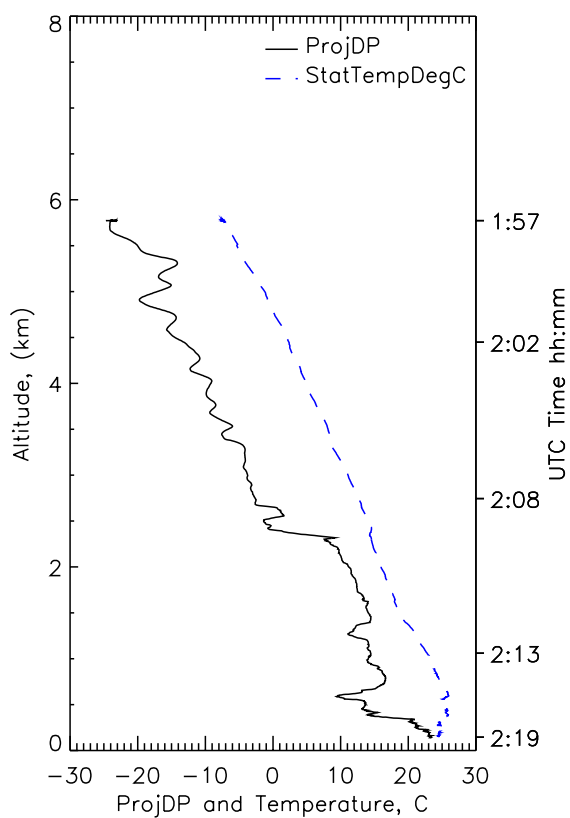
# FINAL DATA: TRACE-P P3-B Flight 13



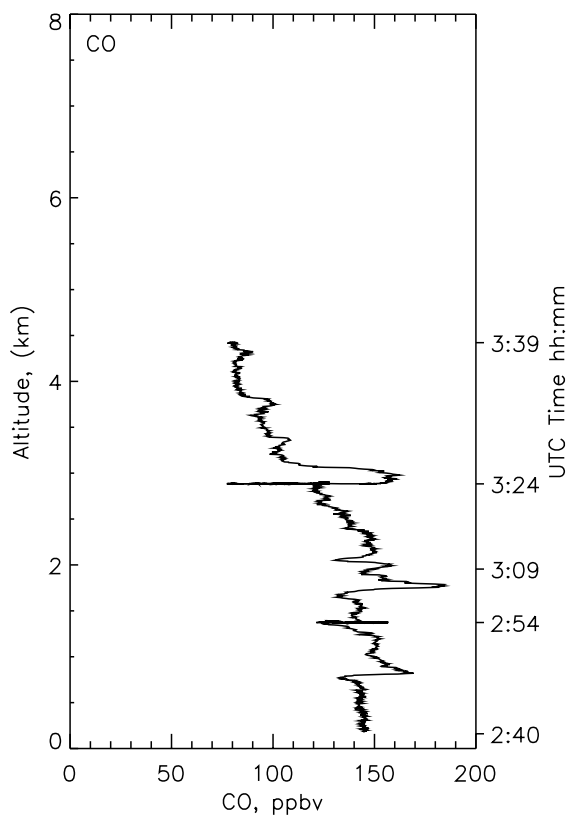
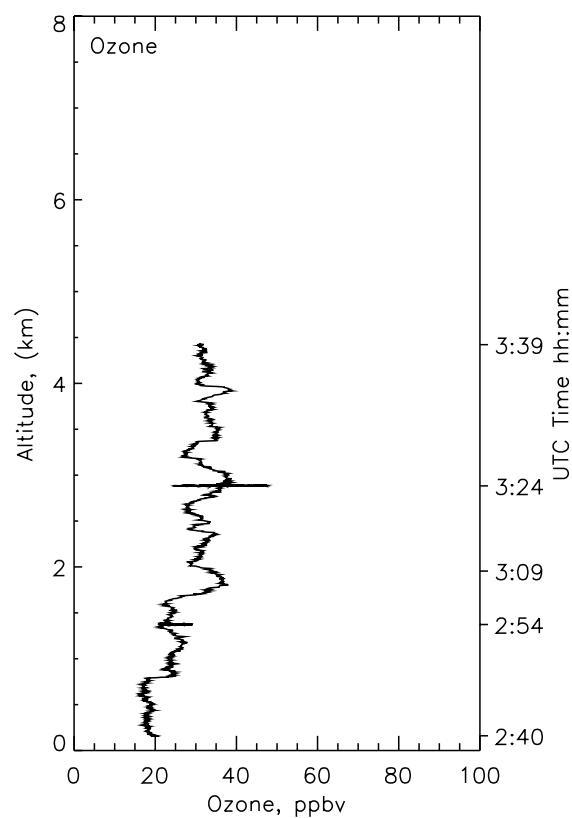
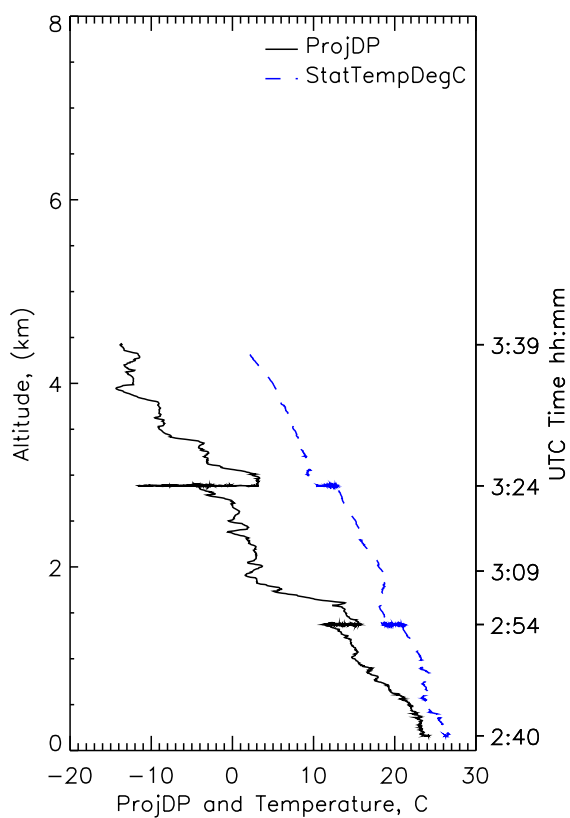
# Profile # 1 TRACE-P P3-B Flight 13



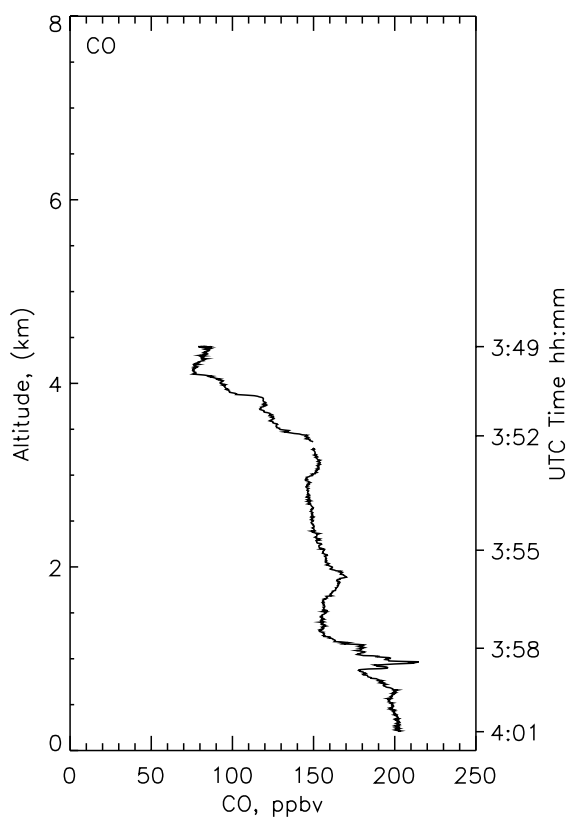
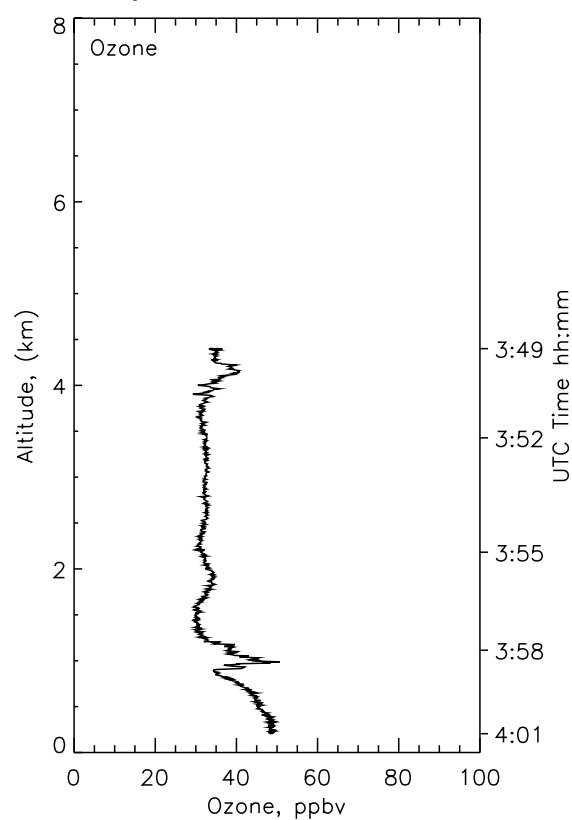
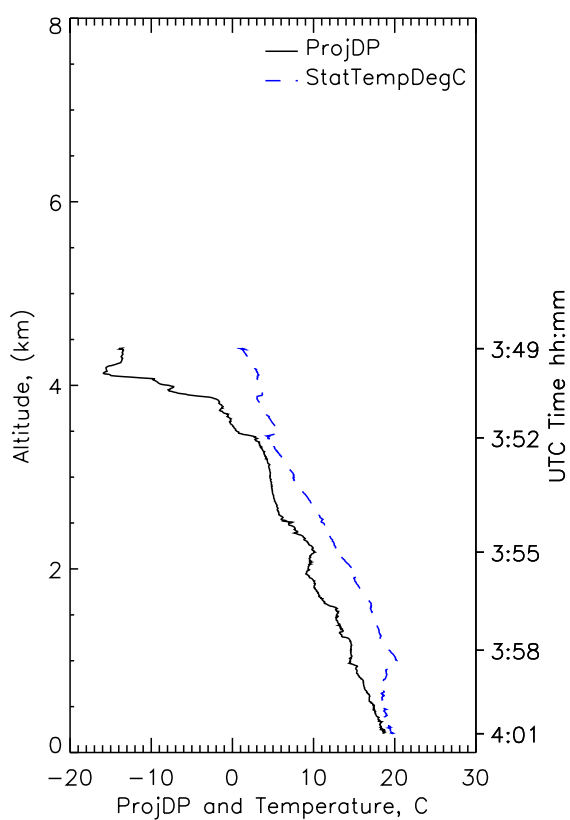
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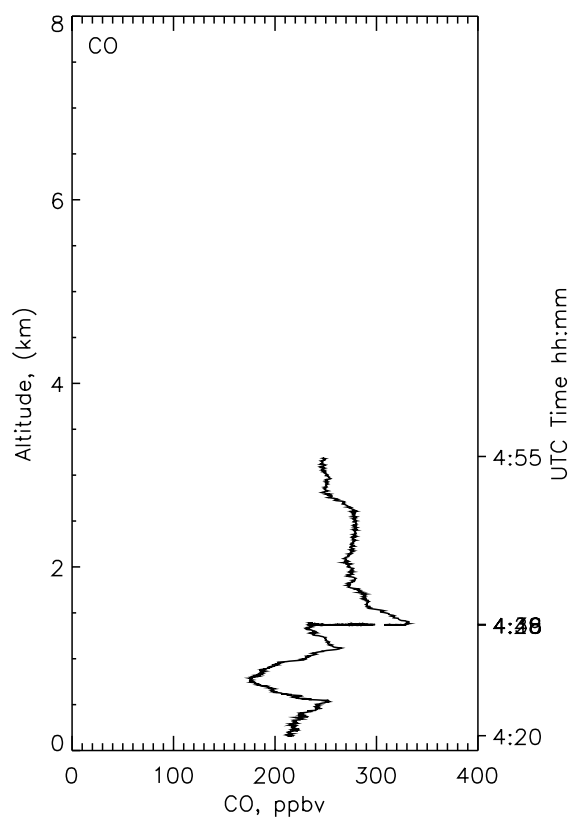
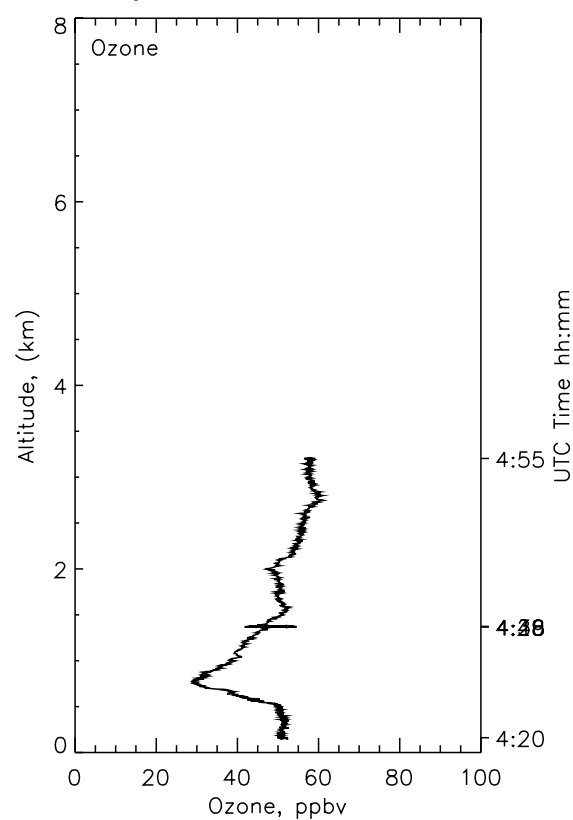
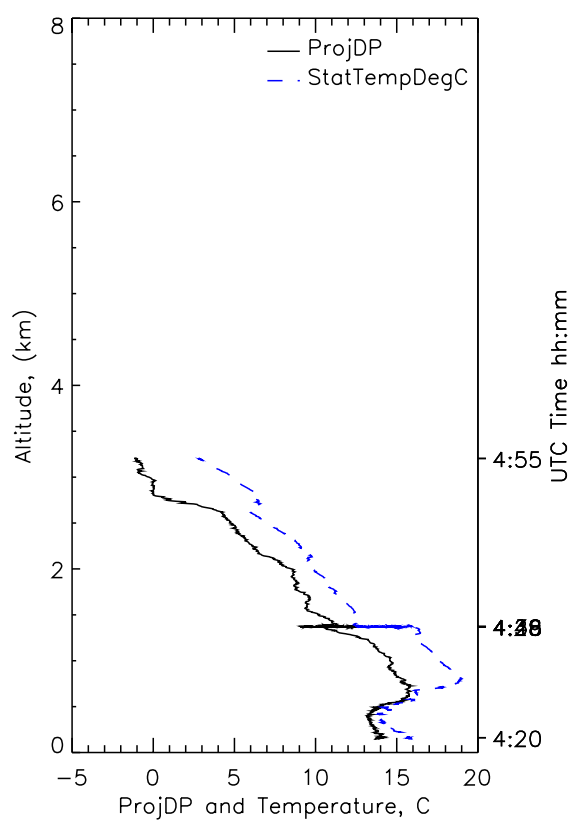
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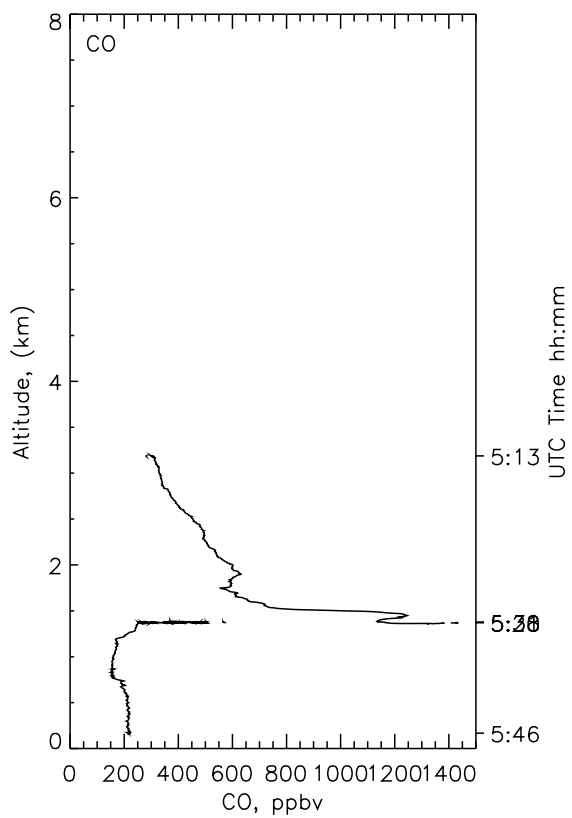
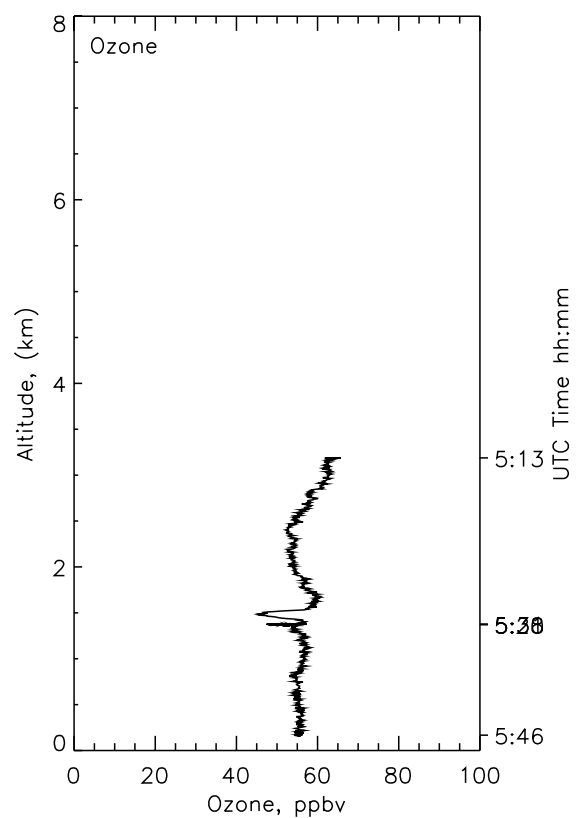
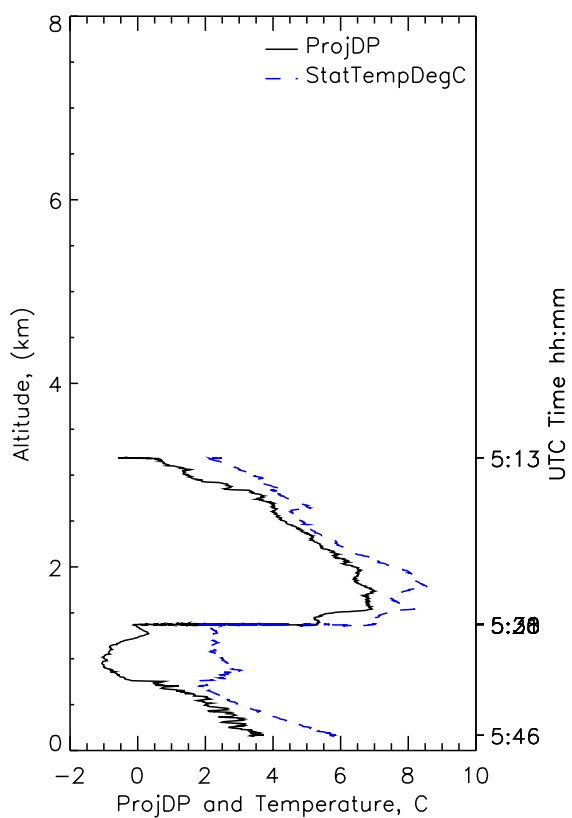
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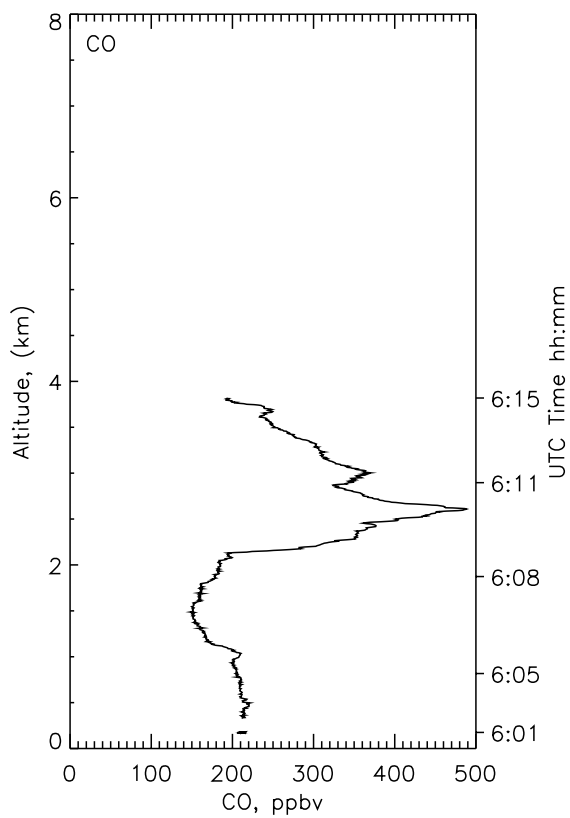
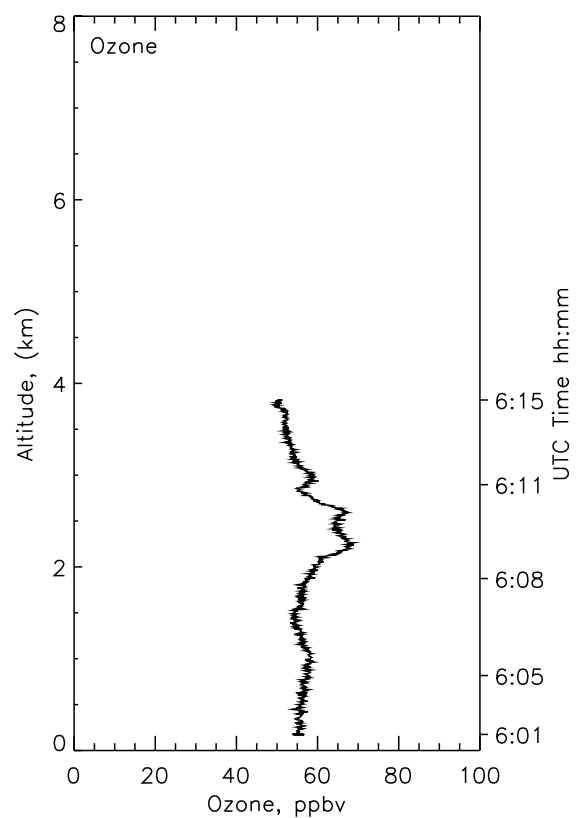
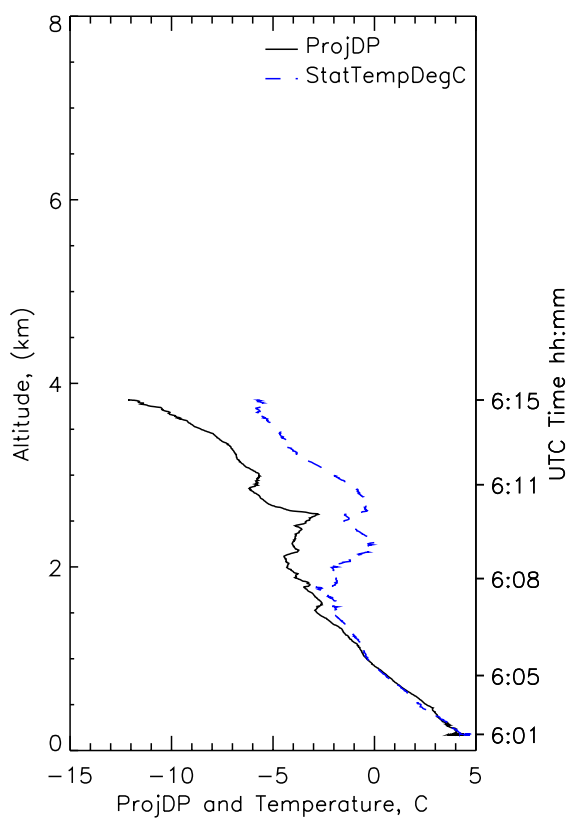
# Profile # 5 TRACE-P P3-B Flight 13



# Profile # 6 TRACE-P P3-B Flight 13

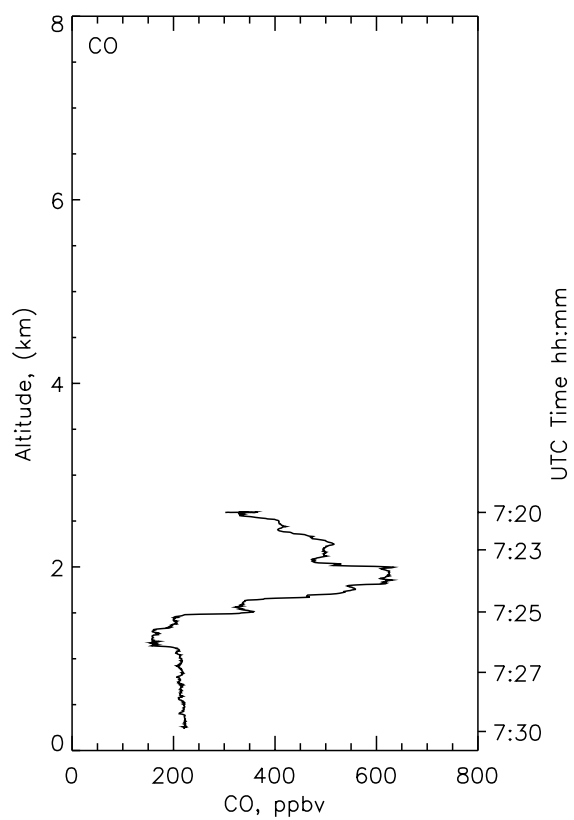
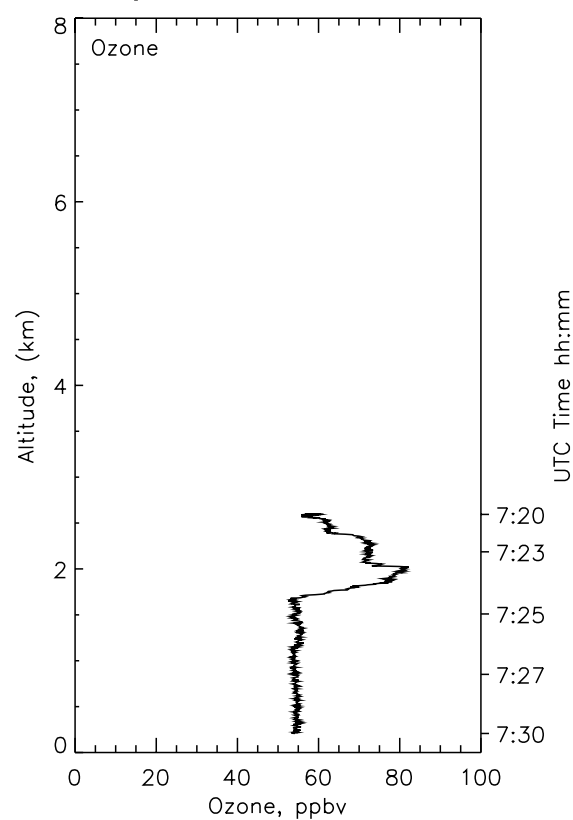
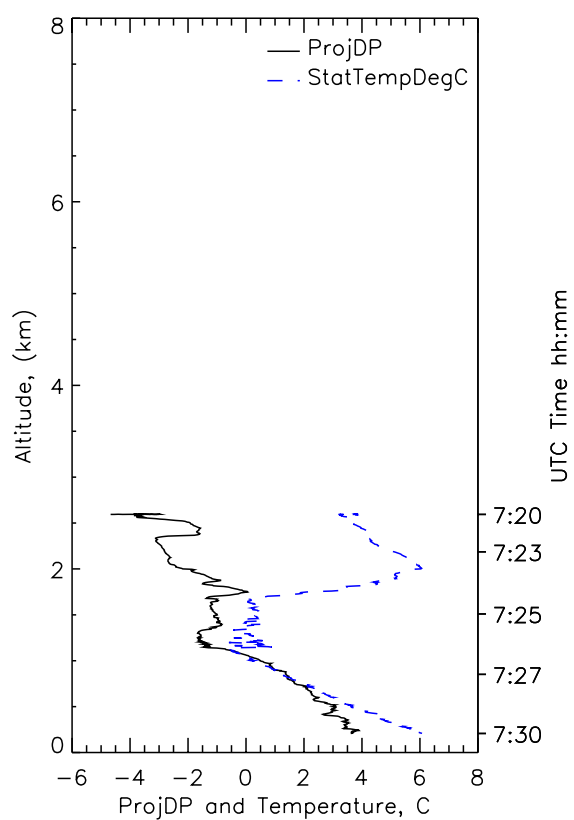


# Profile # 7 TRACE-P P3-B Flight 13

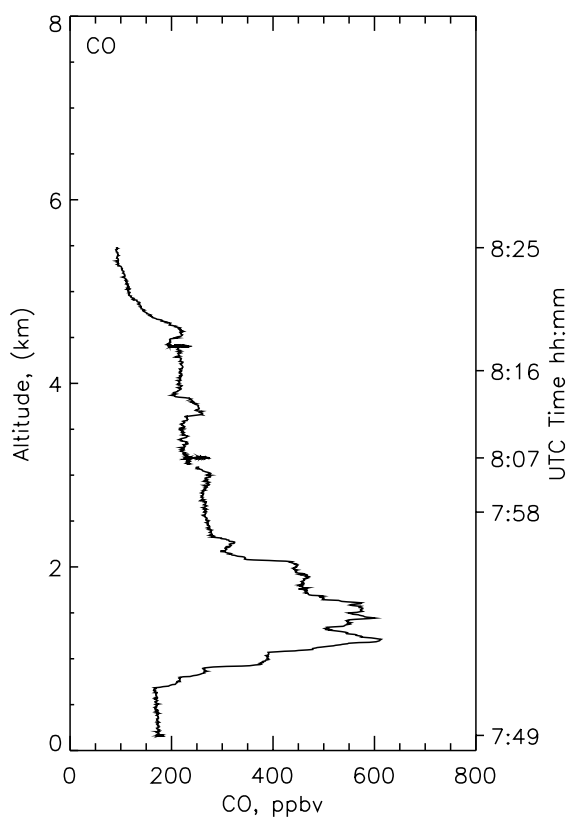
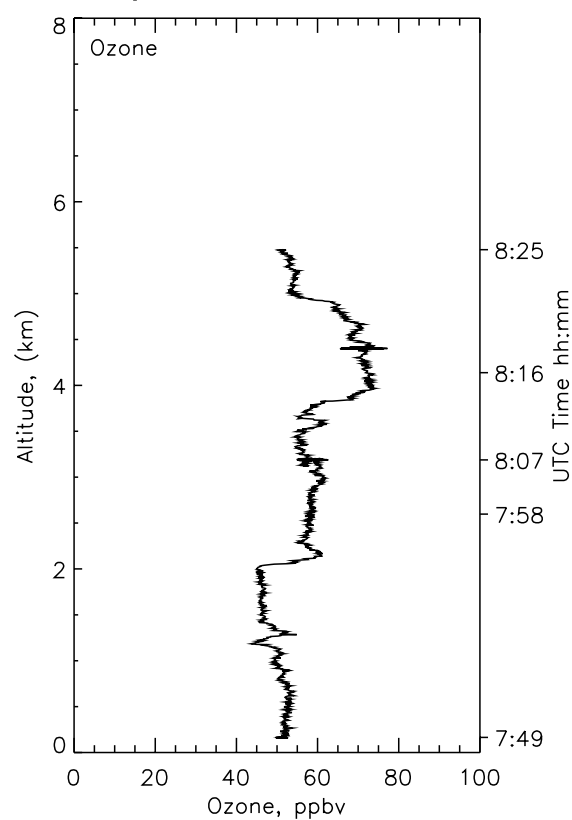
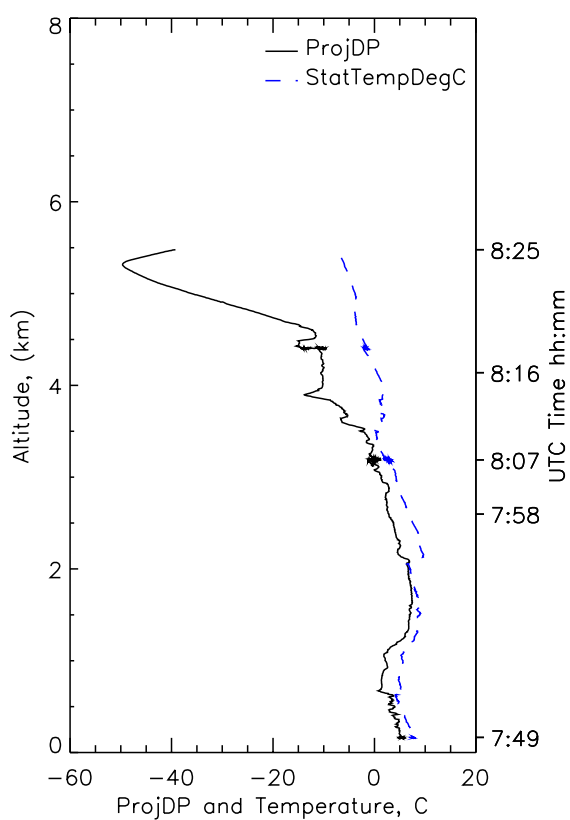




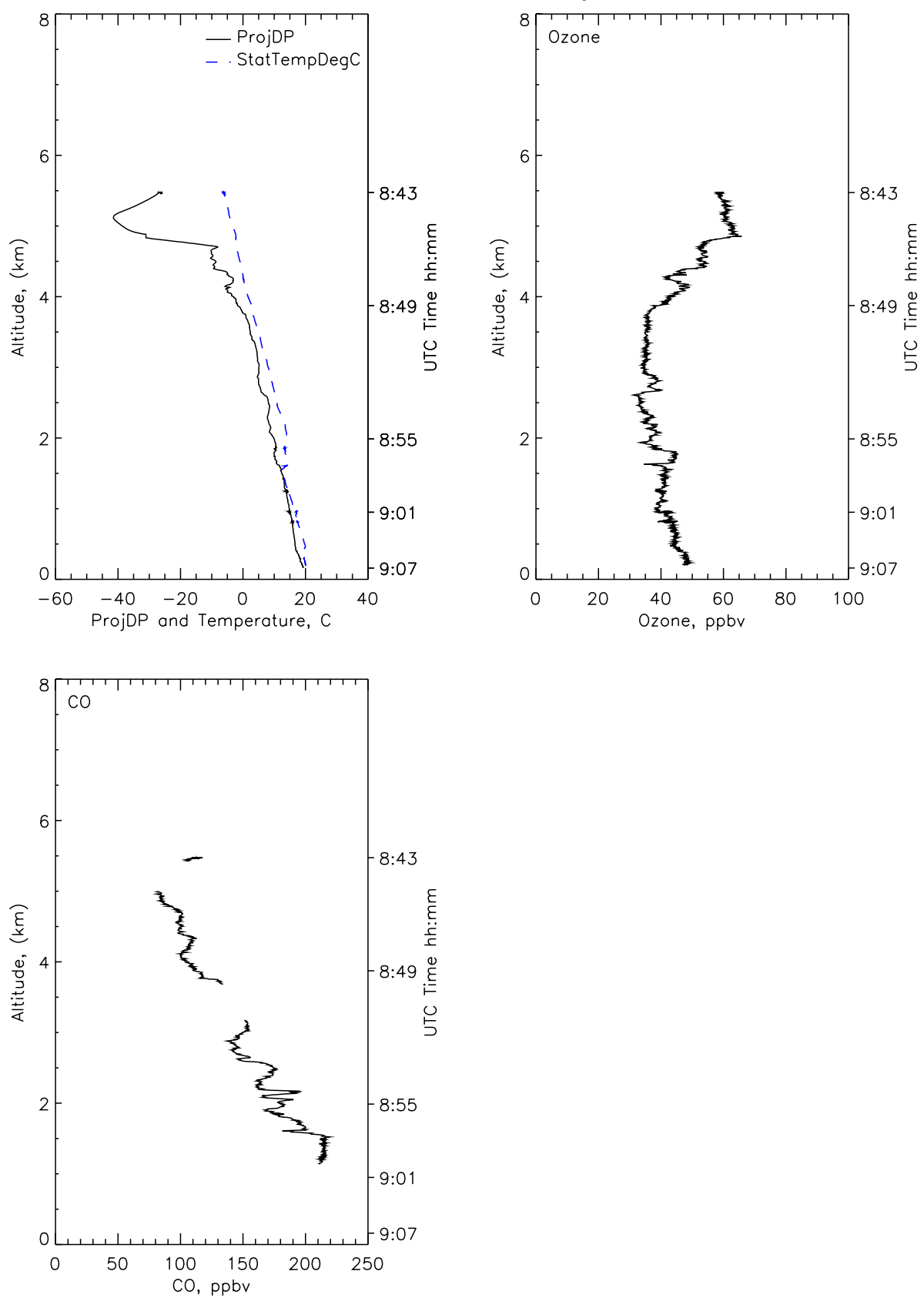
# Profile # 8 TRACE-P P3-B Flight 13



# Profile # 9 TRACE-P P3-B Flight 13



Profile #10 TRACE-P P3-B Flight 13



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 14P

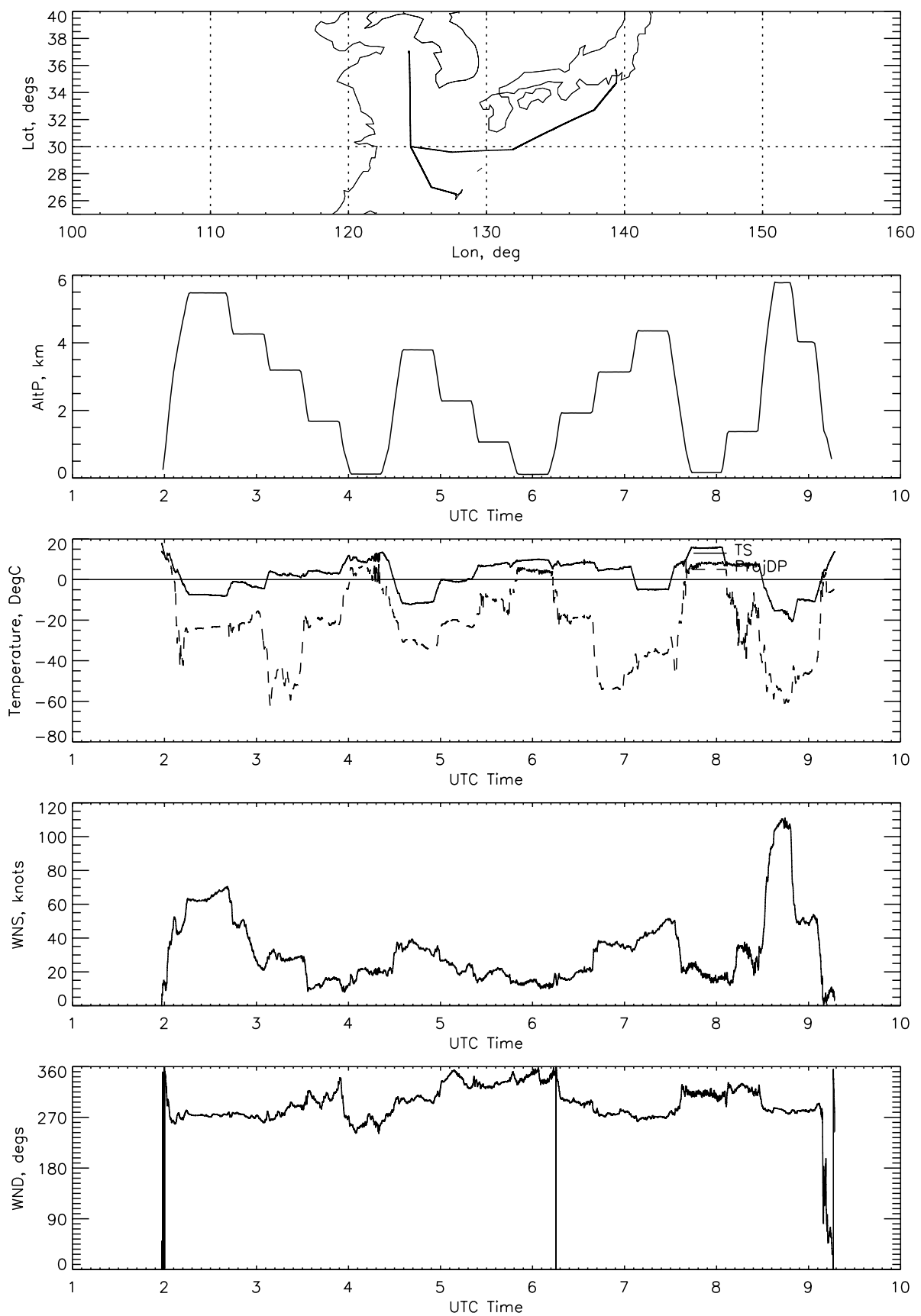
Transit: Okinawa to Yokota AFB, Japan

Surface Outflow to Yellow Sea;  
Volcanic Plume

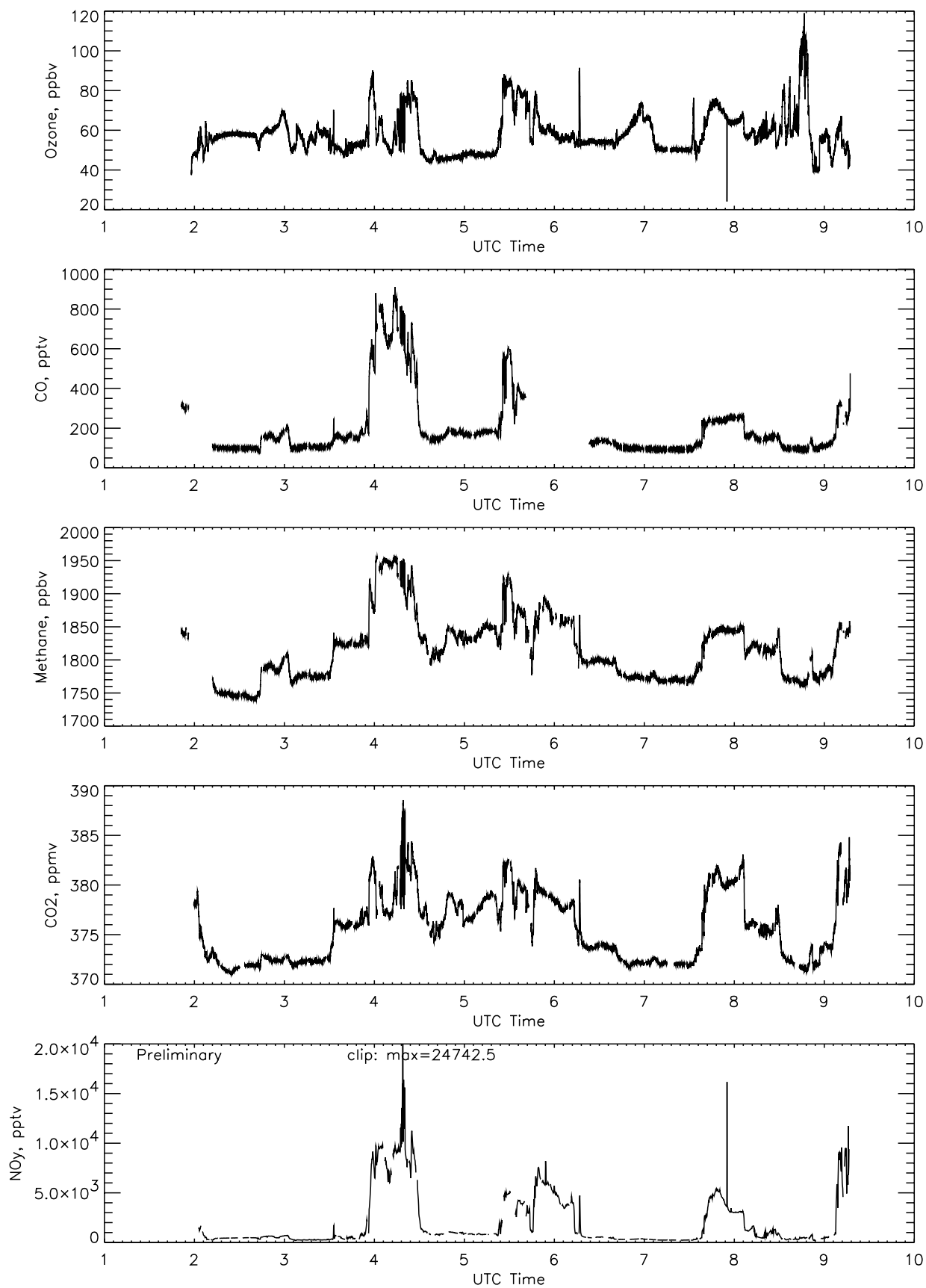
March 18, 2001



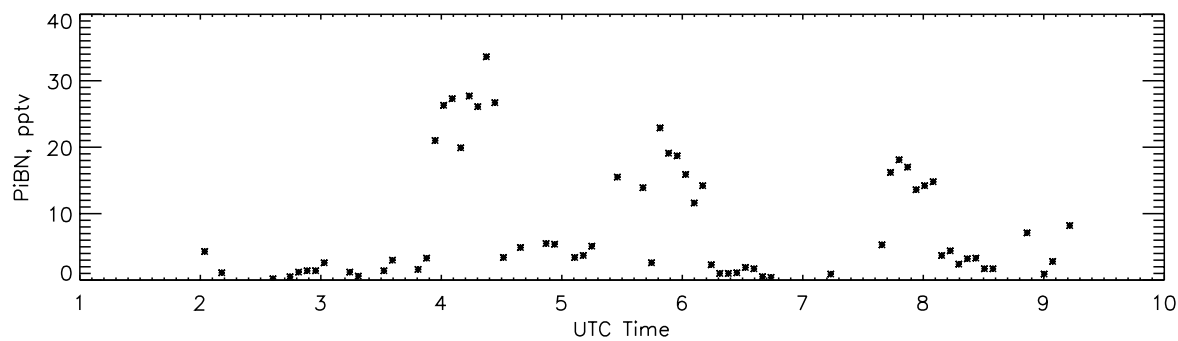
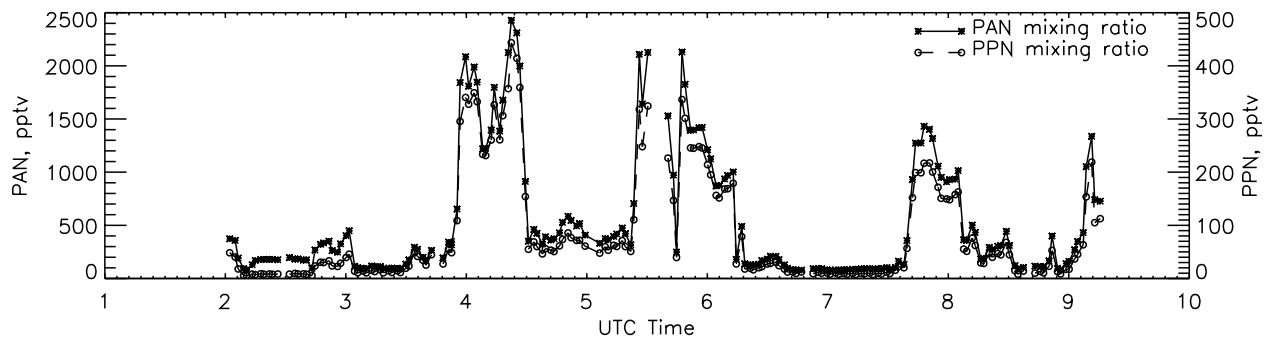
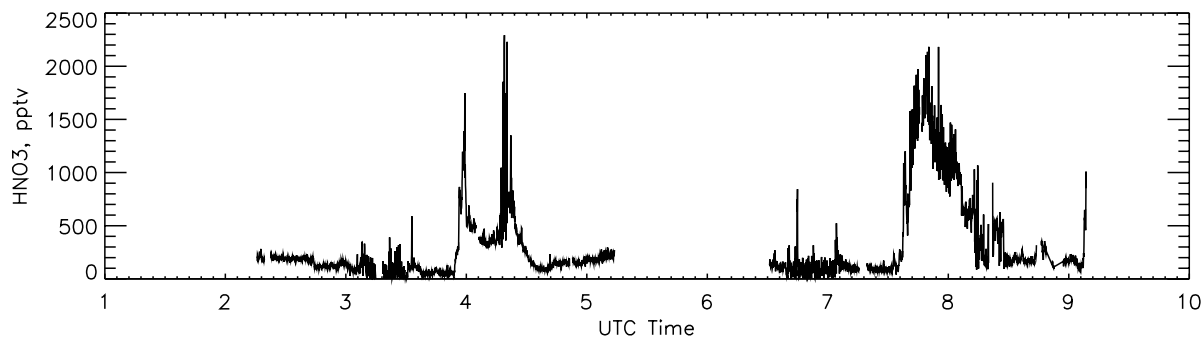
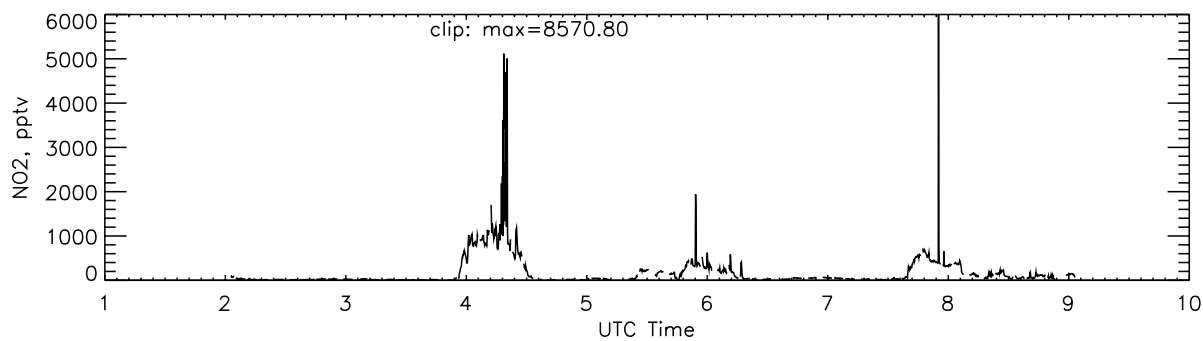
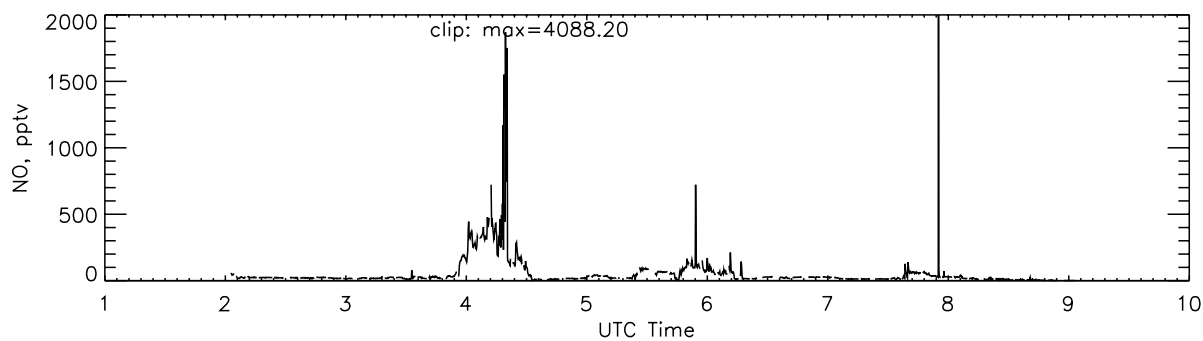
# FINAL DATA: TRACE-P P3-B Flight 14



FINAL DATA: TRACE-P P3-B Flight 14

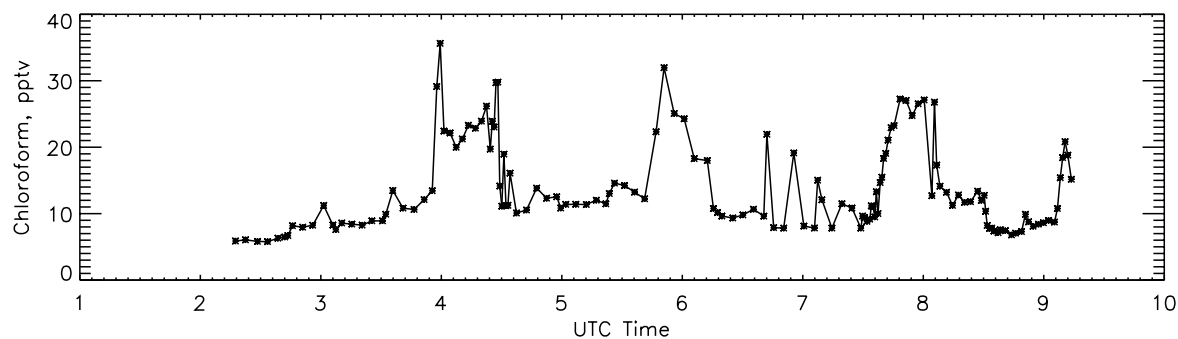
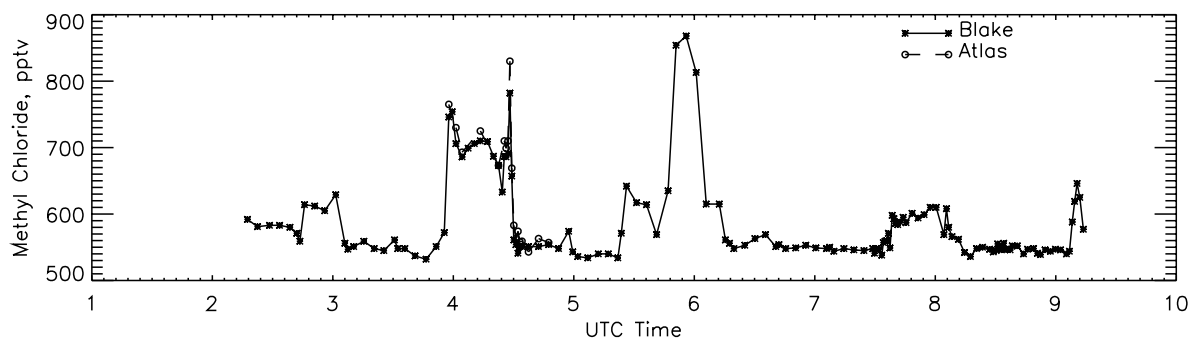
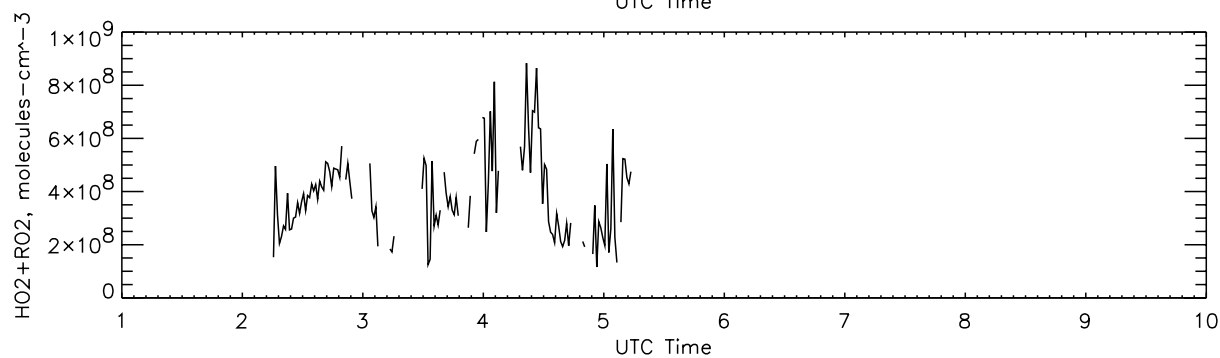
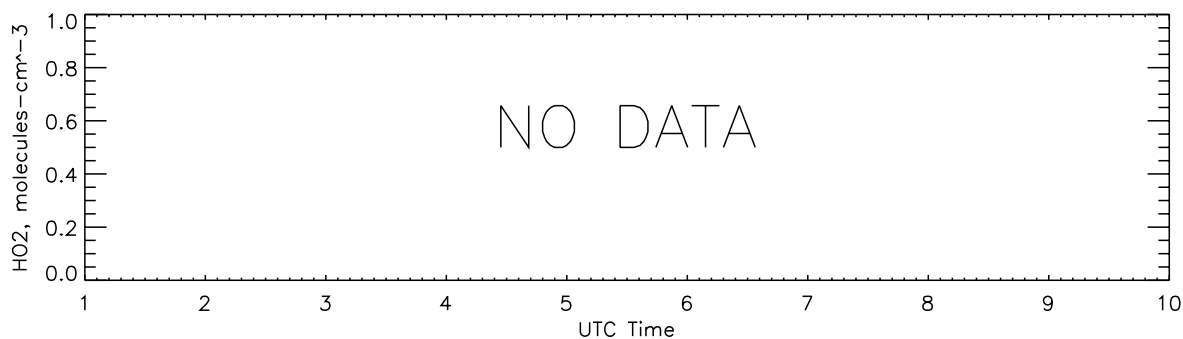
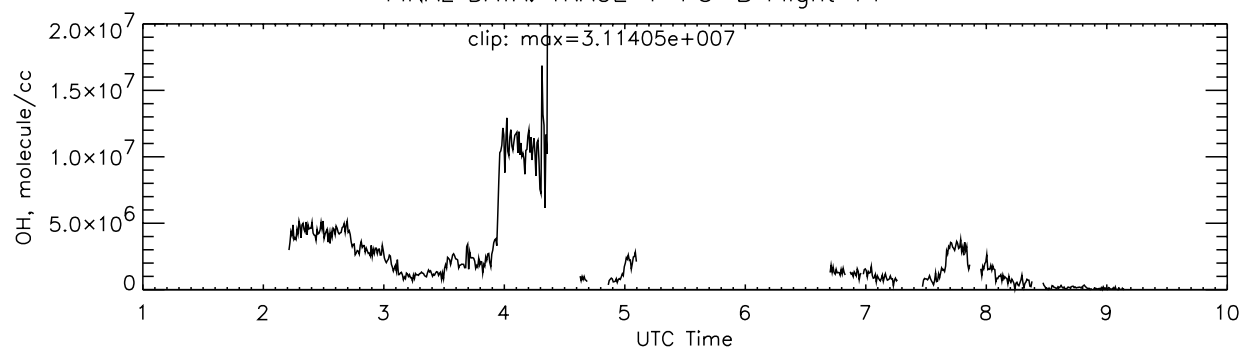


# FINAL DATA: TRACE-P P3-B Flight 14

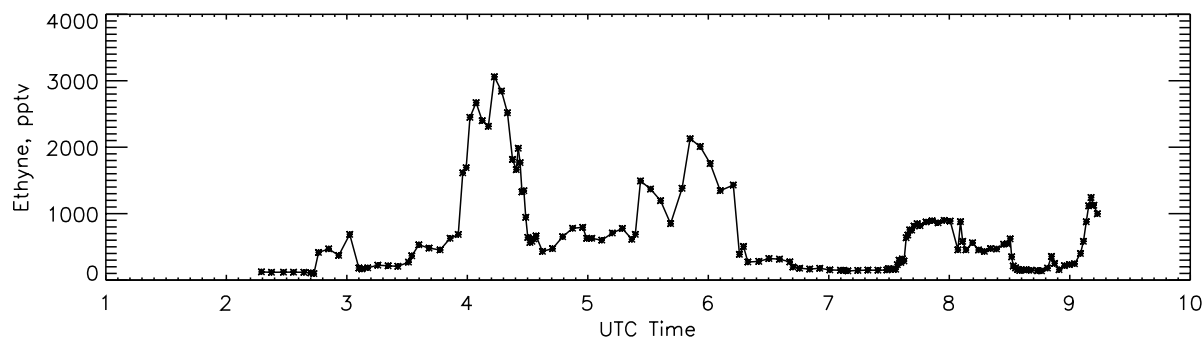
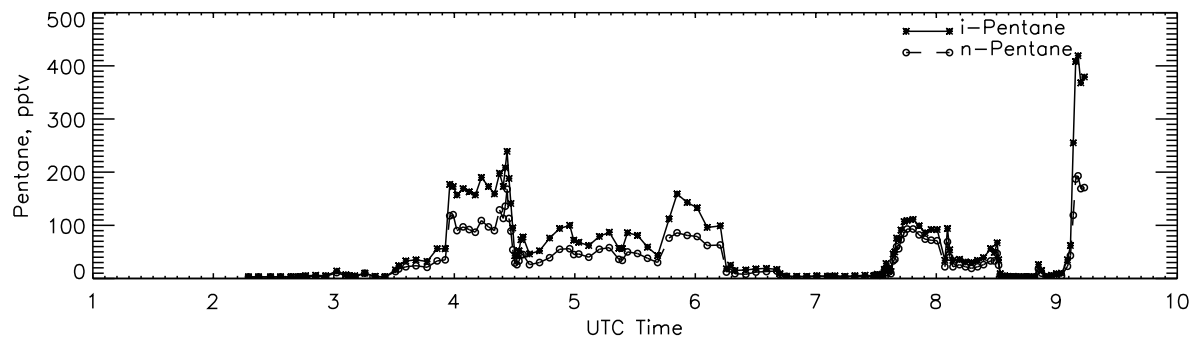
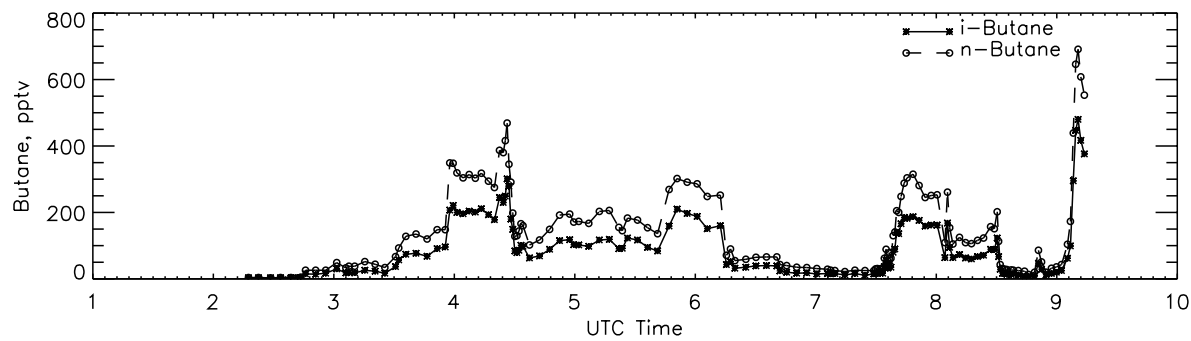
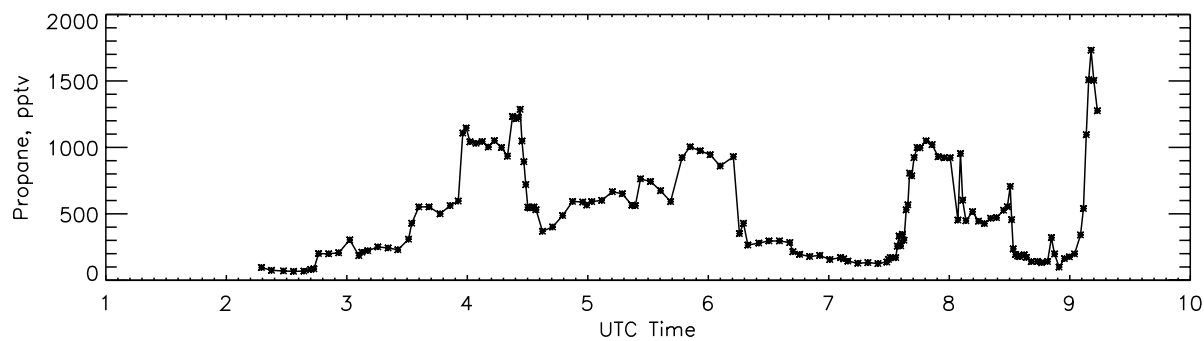
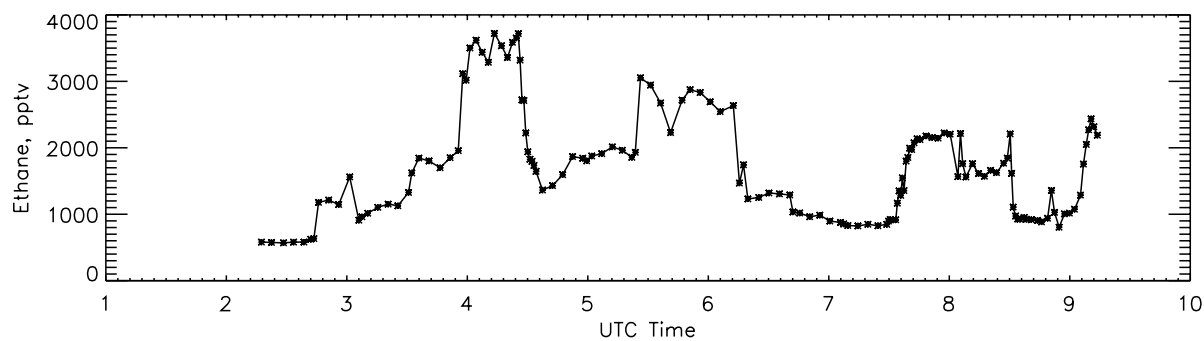




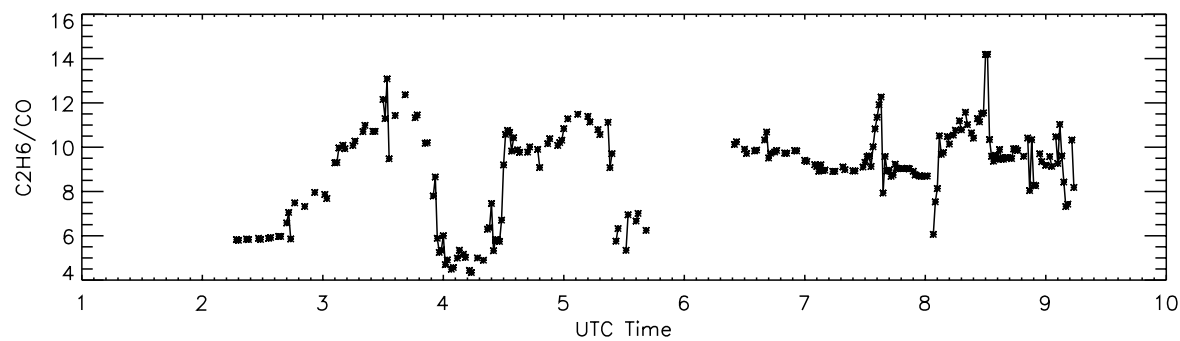
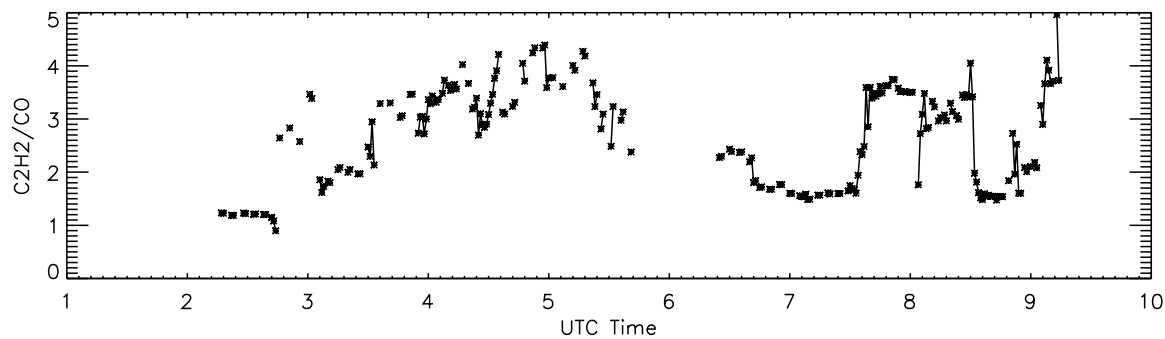
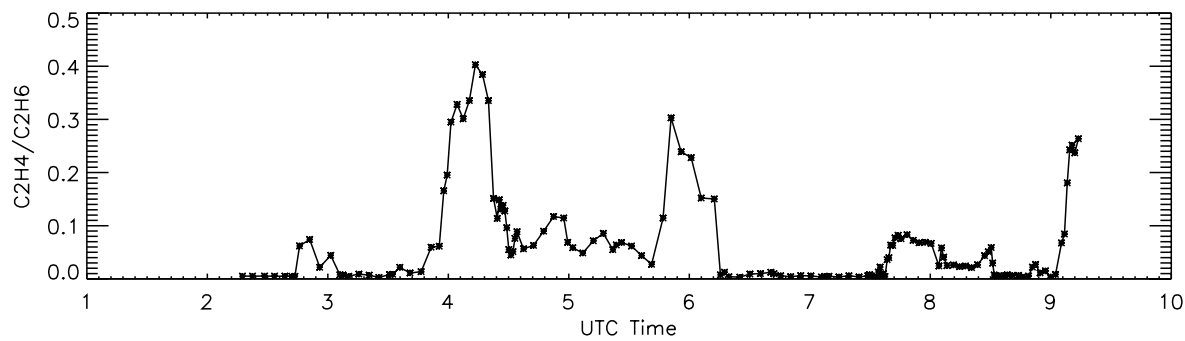
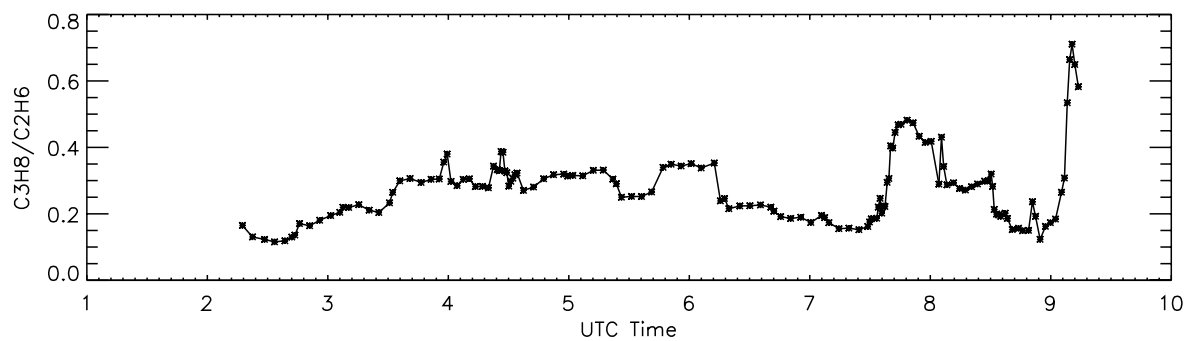
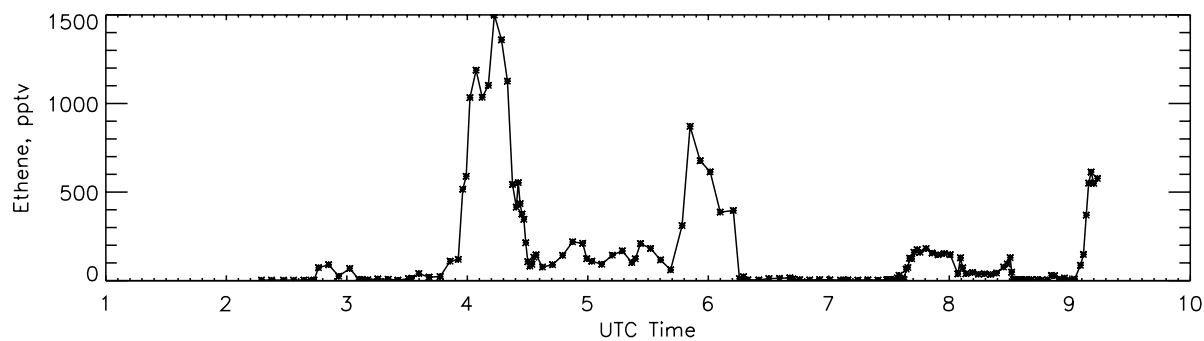
# FINAL DATA: TRACE-P P3-B Flight 14



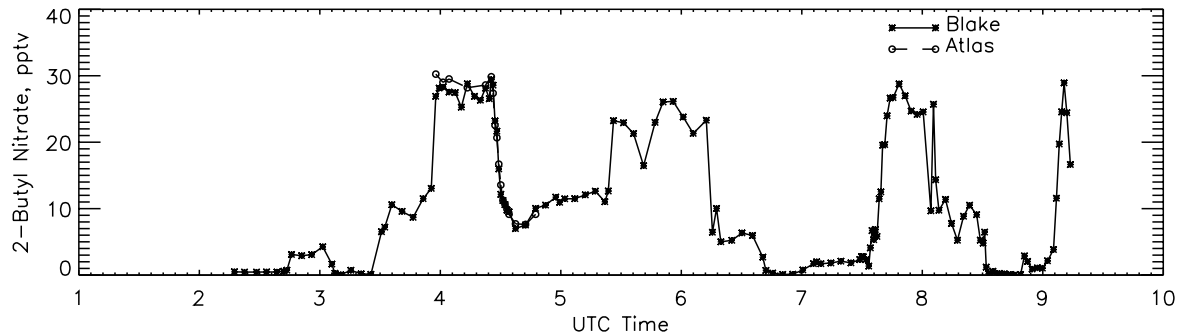
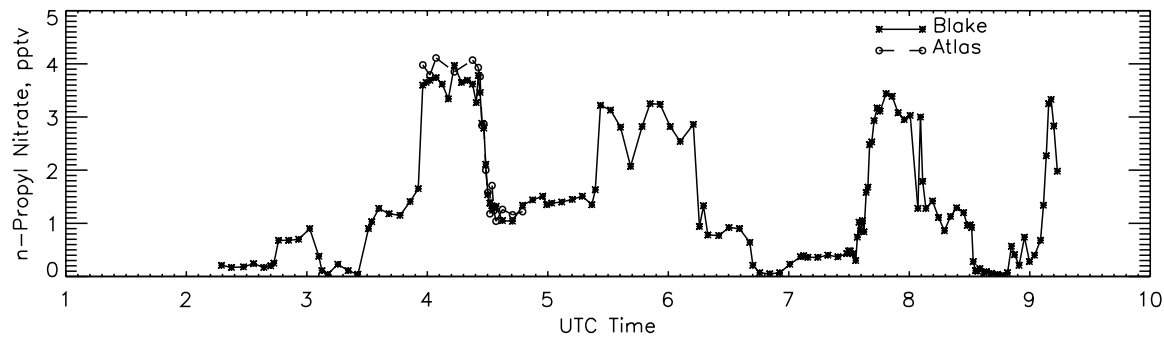
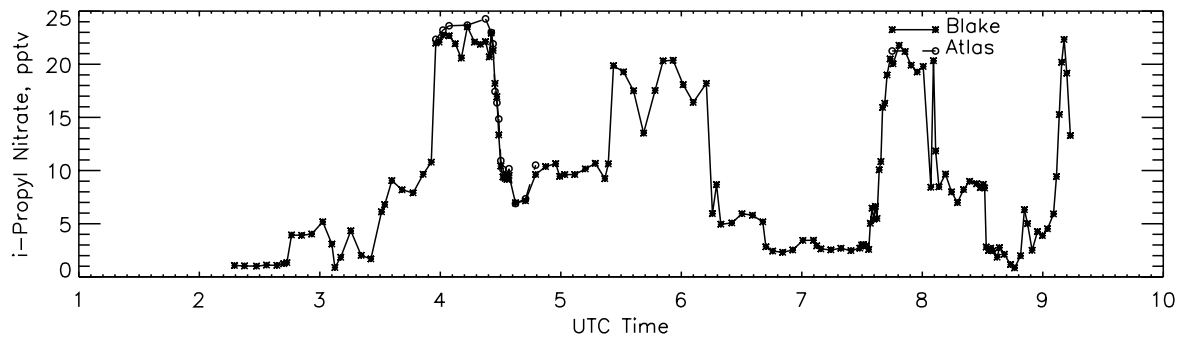
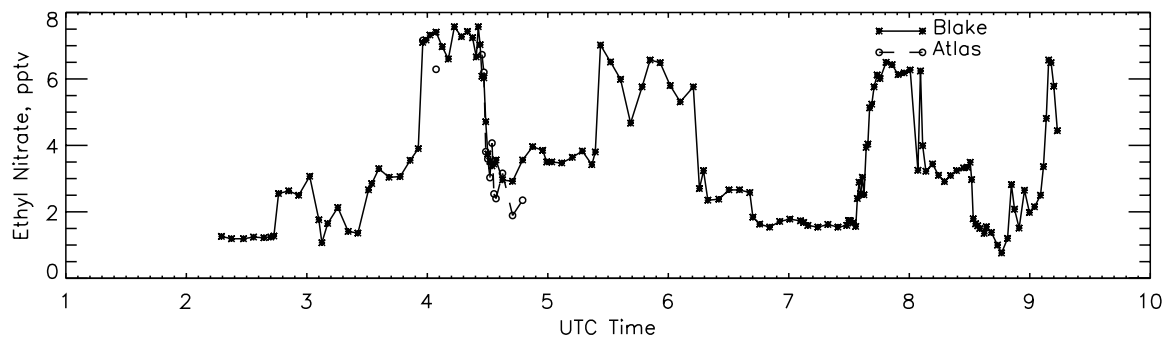
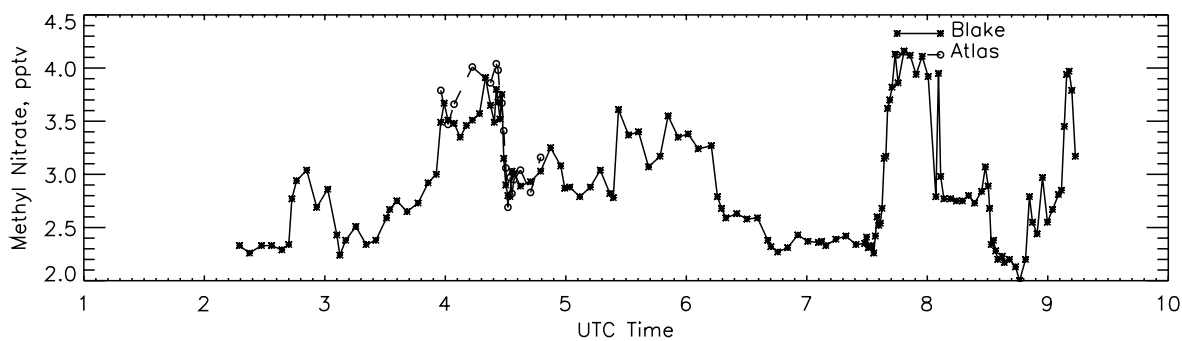
# FINAL DATA: TRACE-P P3-B Flight 14



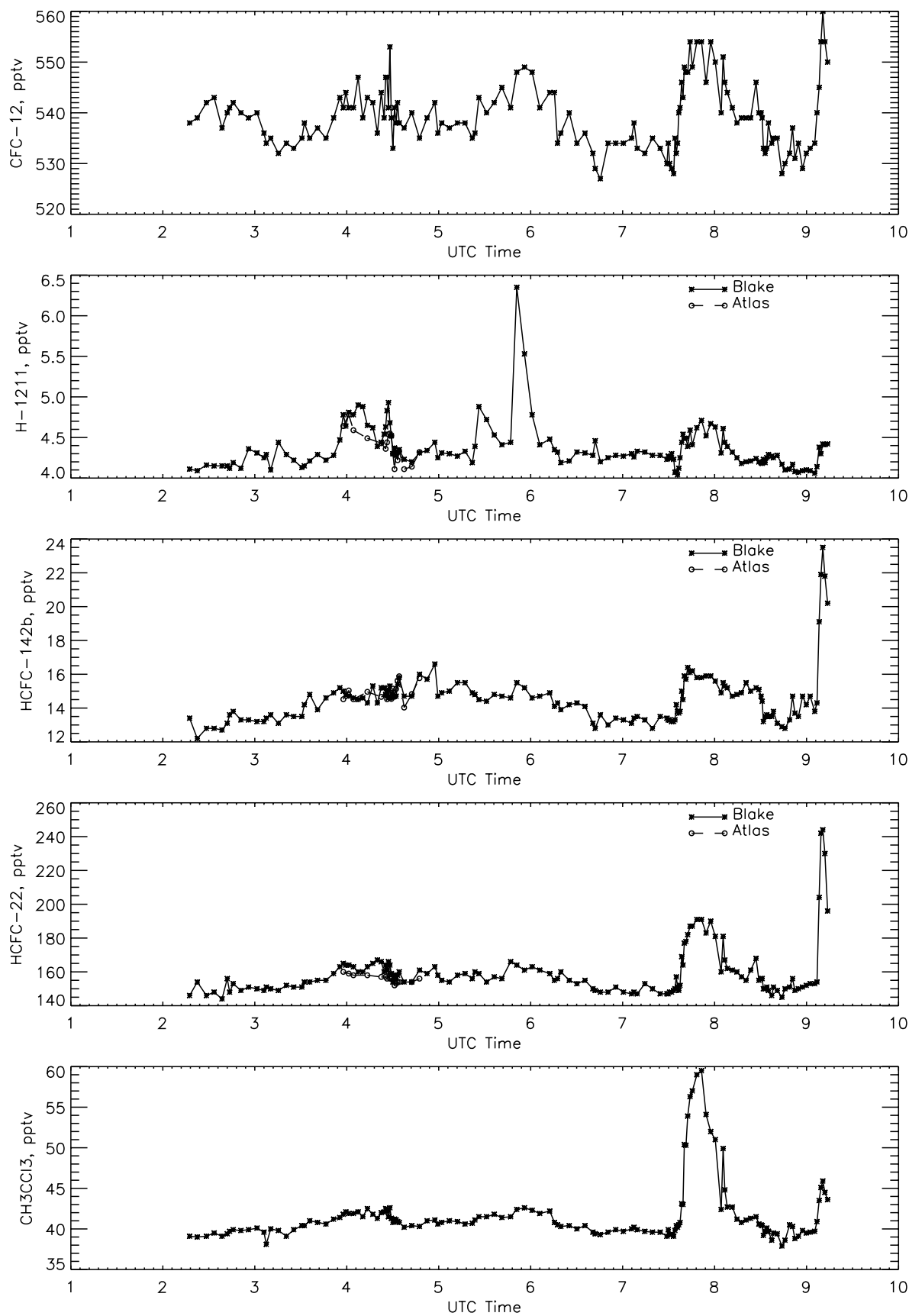
# FINAL DATA: TRACE-P P3-B Flight 14



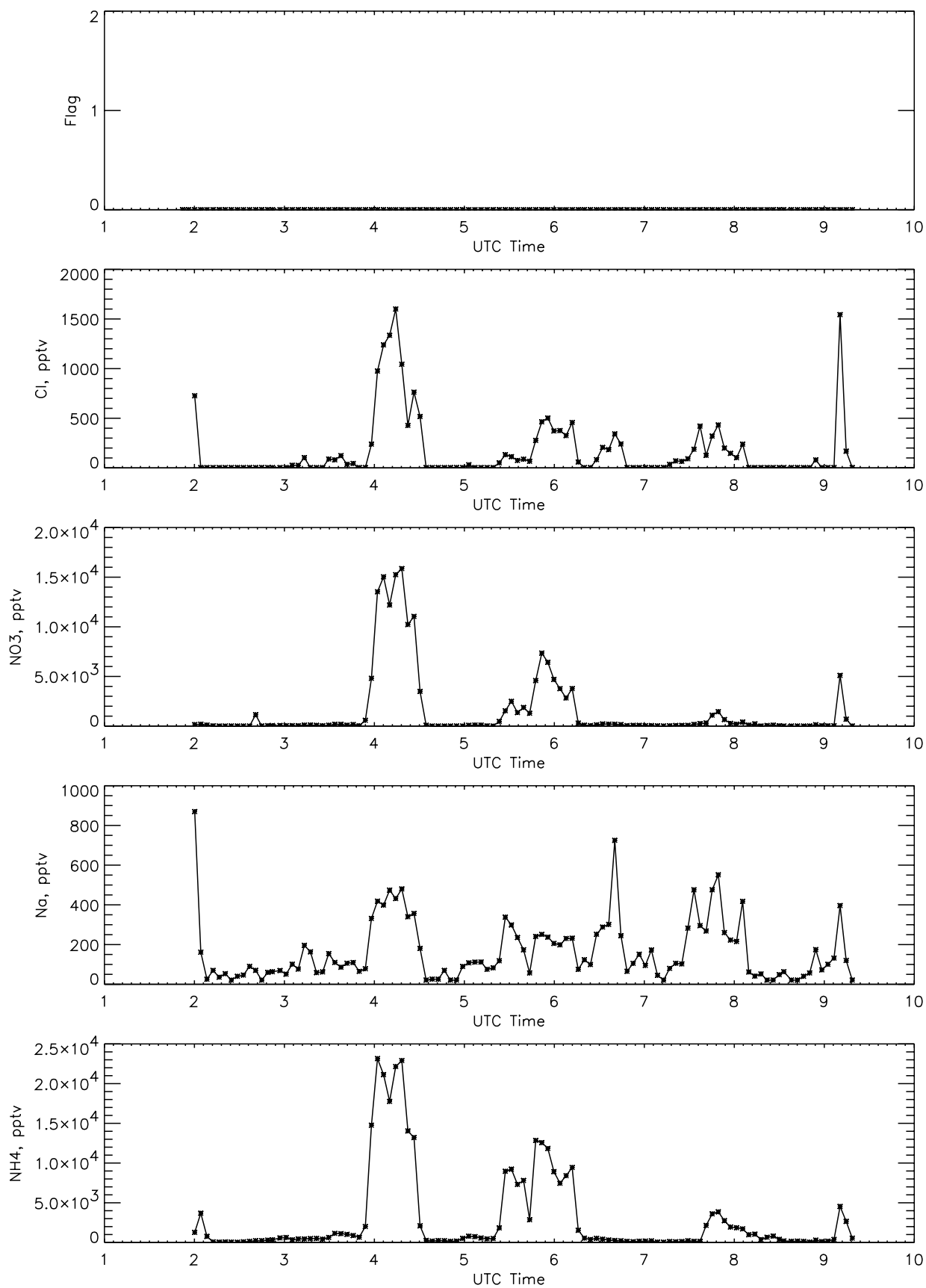
# FINAL DATA: TRACE-P P3-B Flight 14



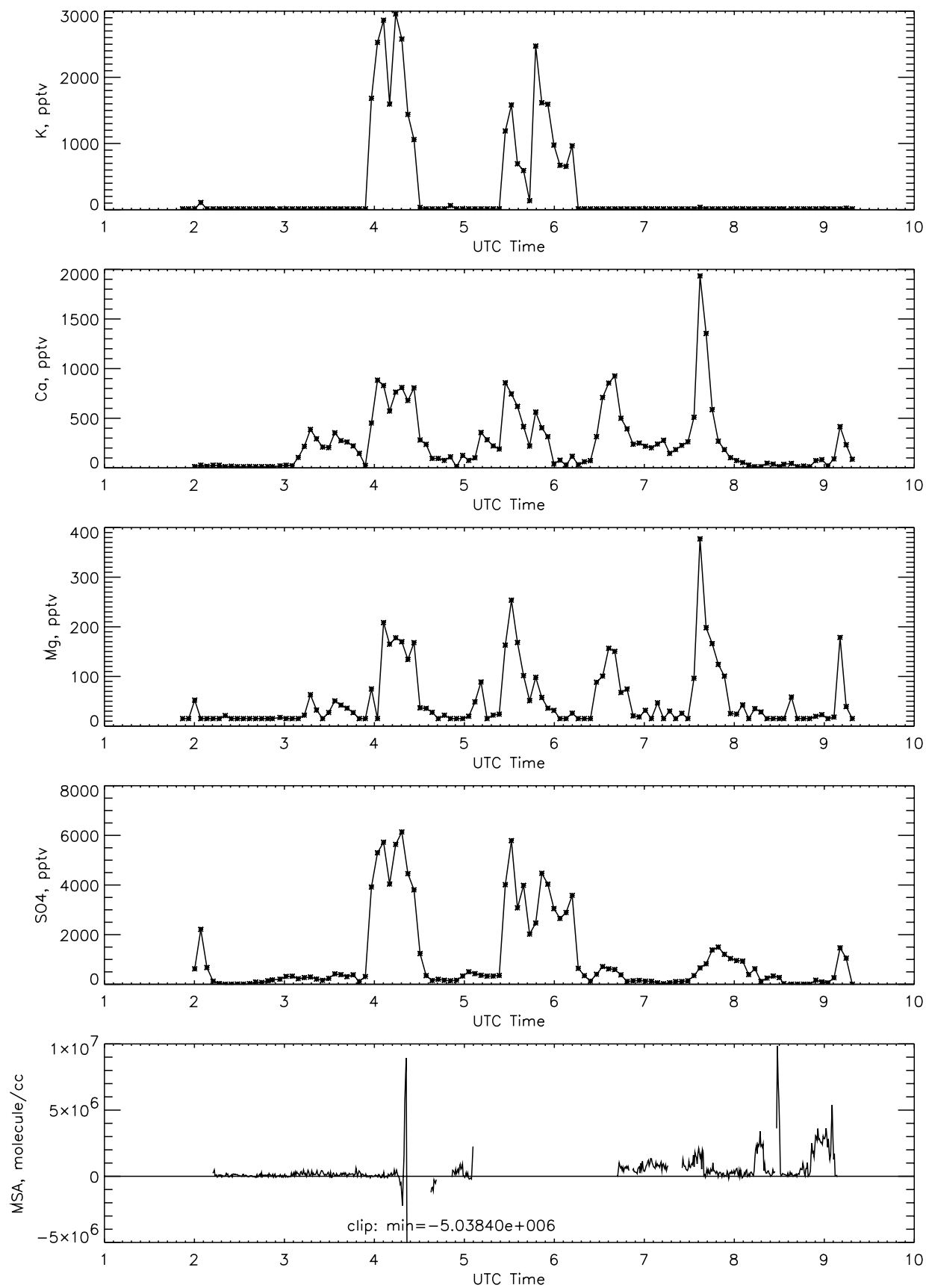
# FINAL DATA: TRACE-P P3-B Flight 14



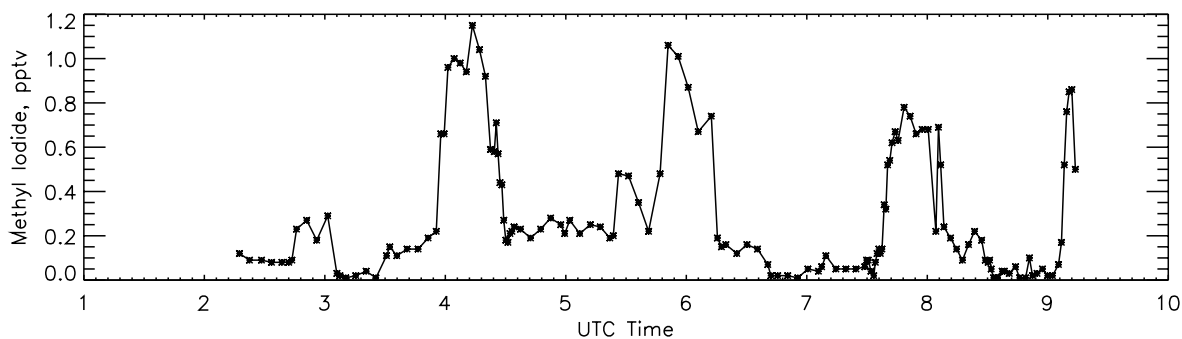
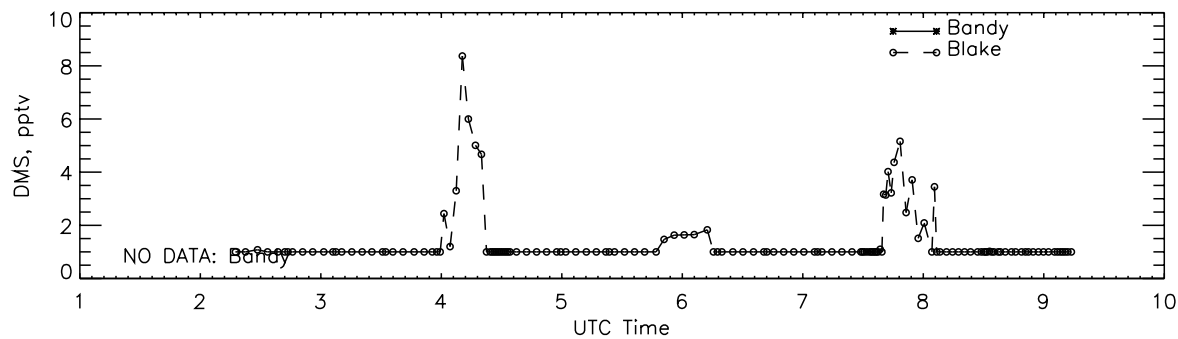
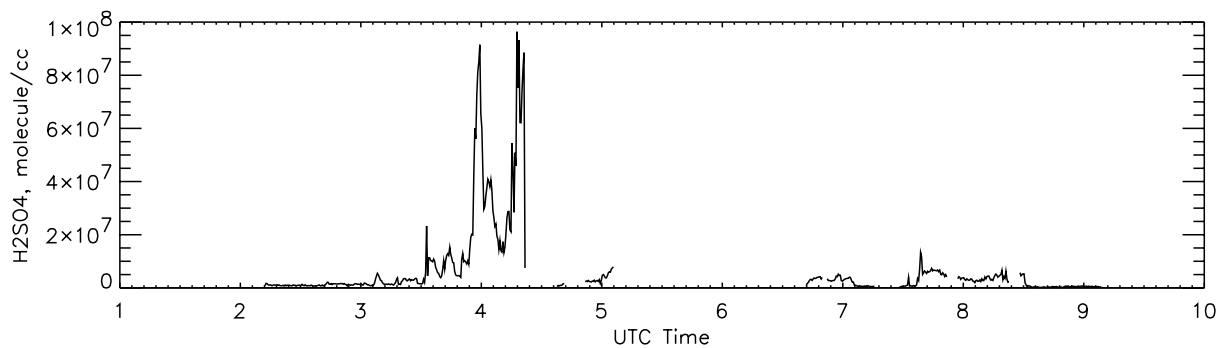
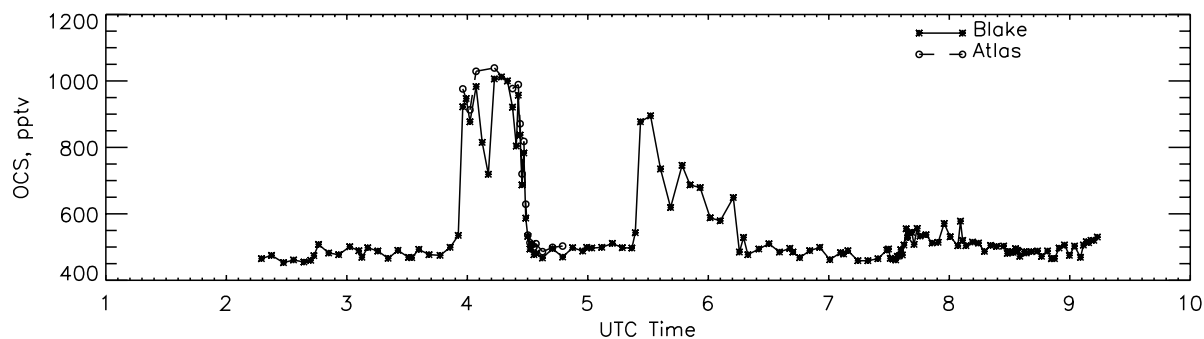
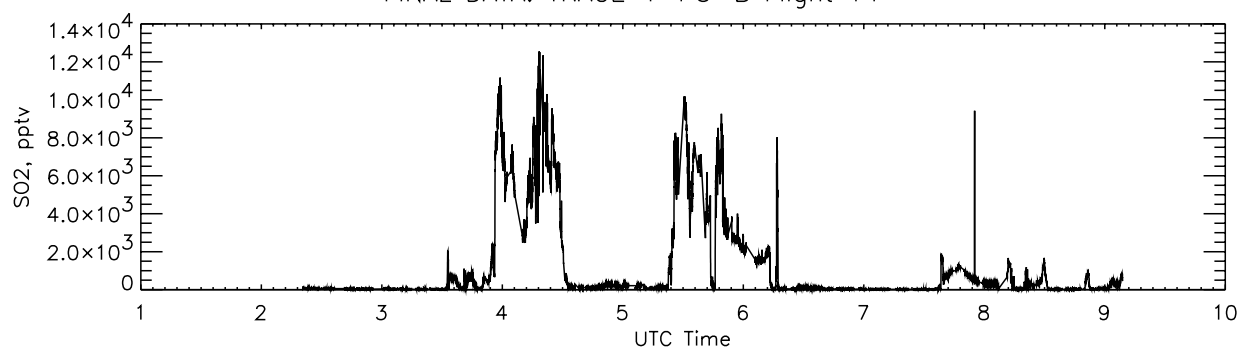
# FINAL DATA: TRACE-P P3-B Flight 14



# FINAL DATA: TRACE-P P3-B Flight 14

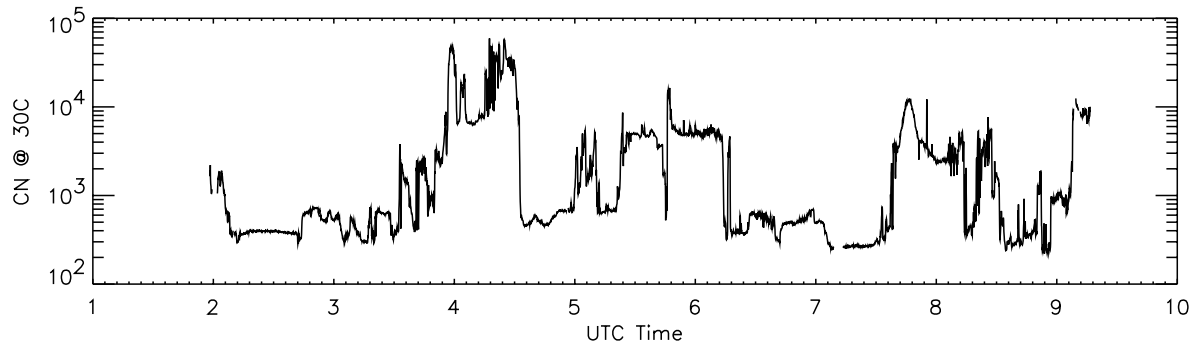
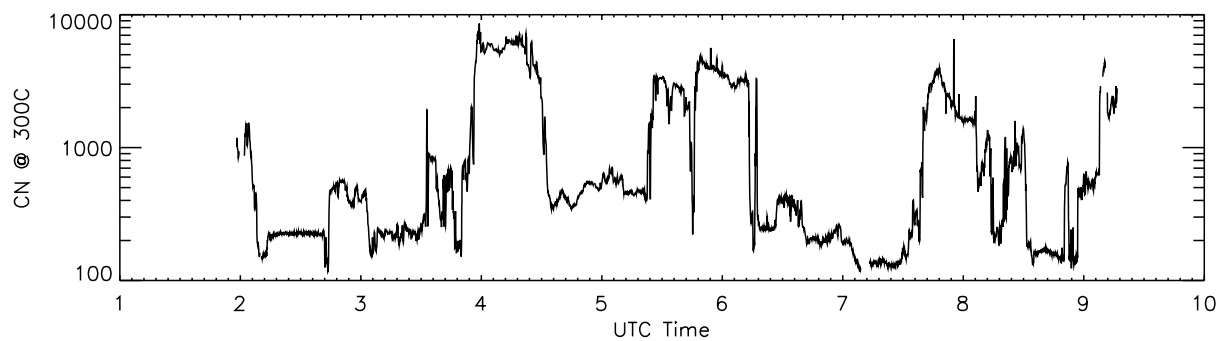
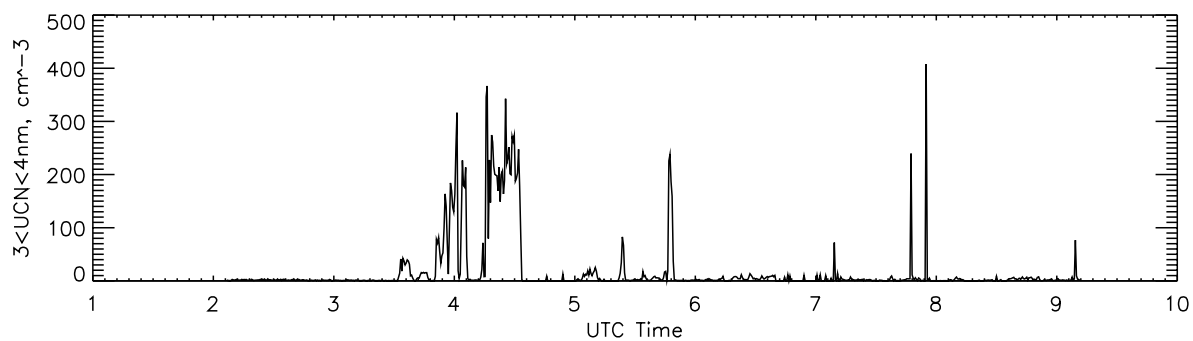
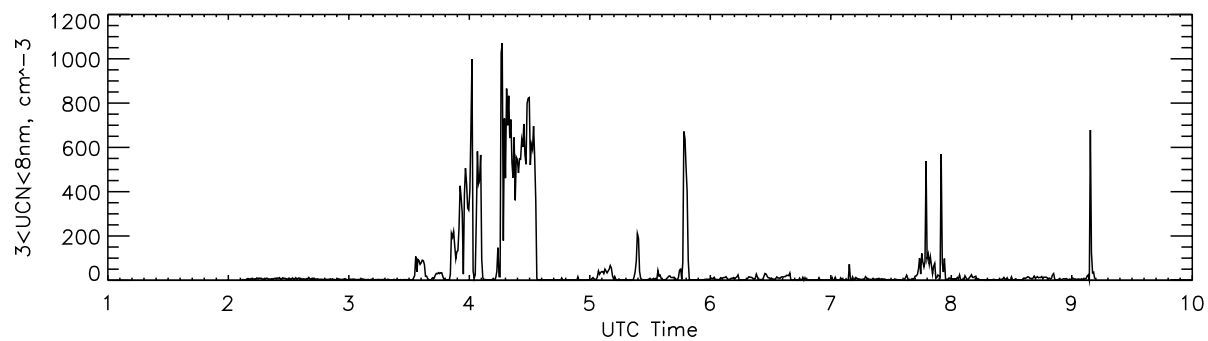
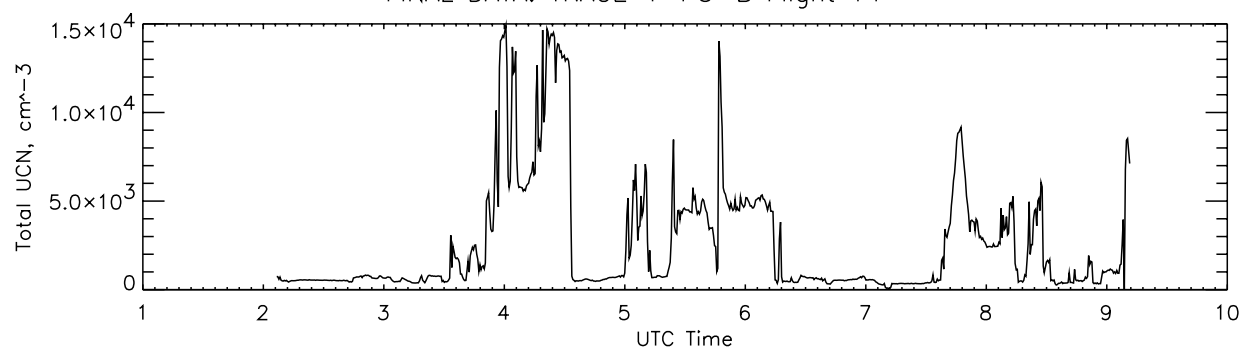


# FINAL DATA: TRACE-P P3-B Flight 14

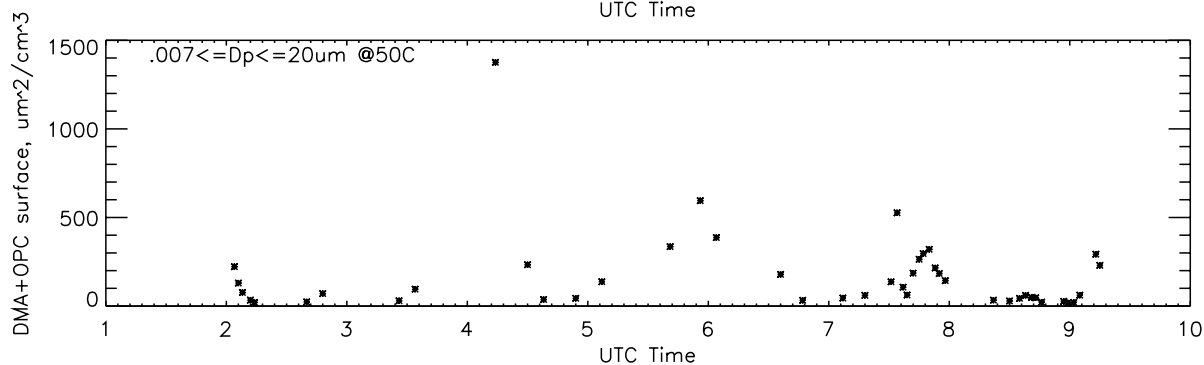
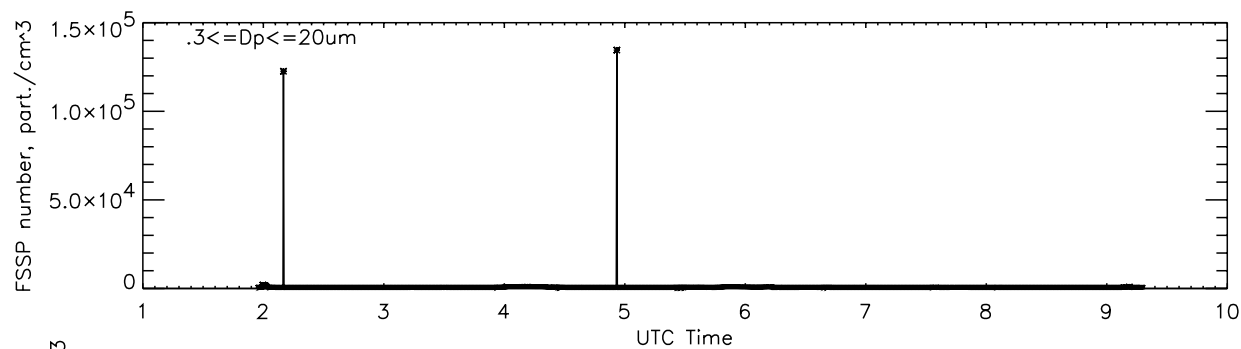
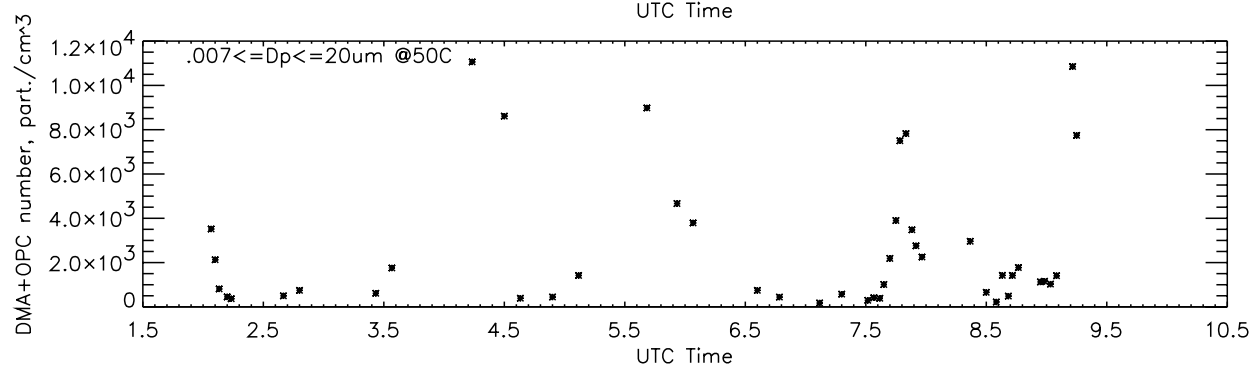
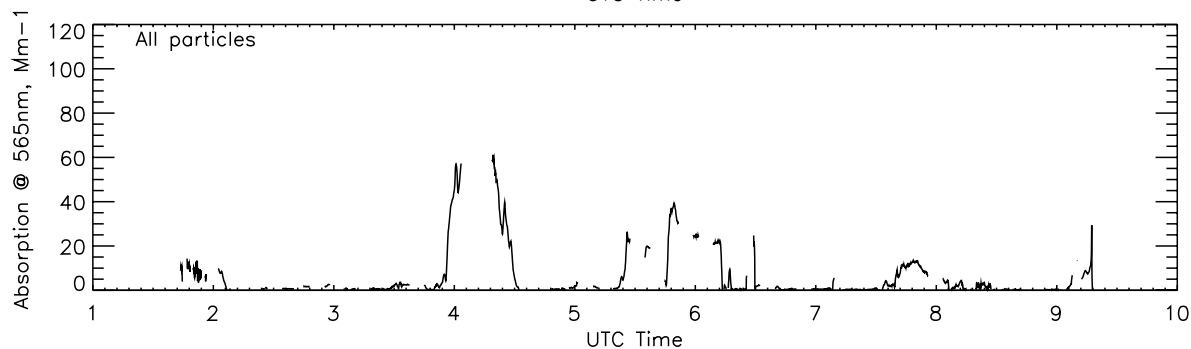
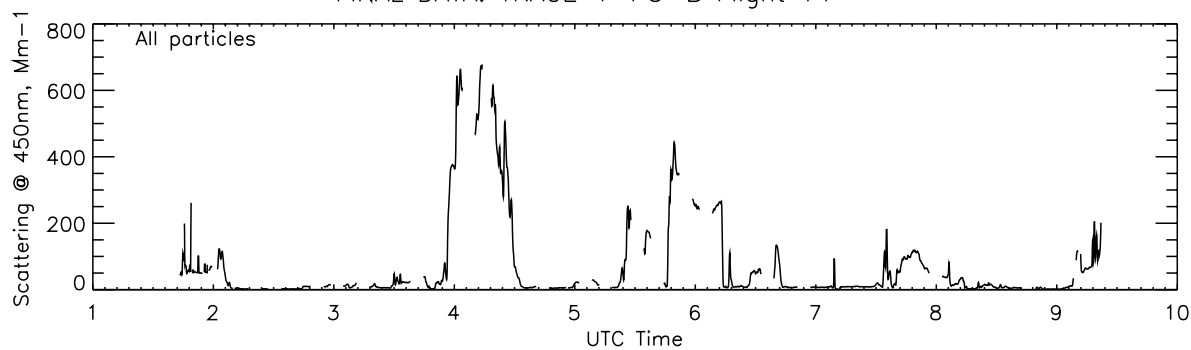




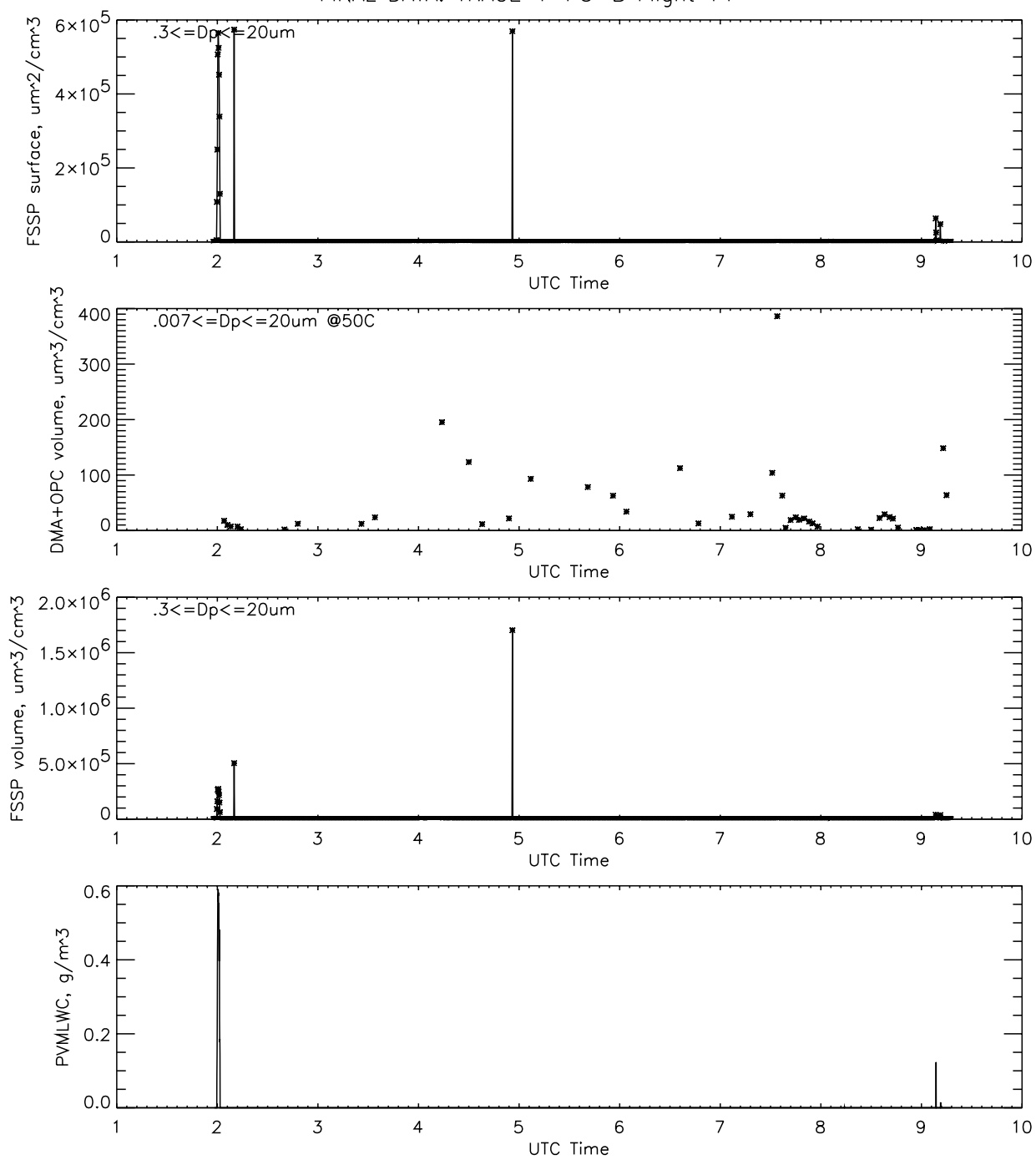
# FINAL DATA: TRACE-P P3-B Flight 14



# FINAL DATA: TRACE-P P3-B Flight 14

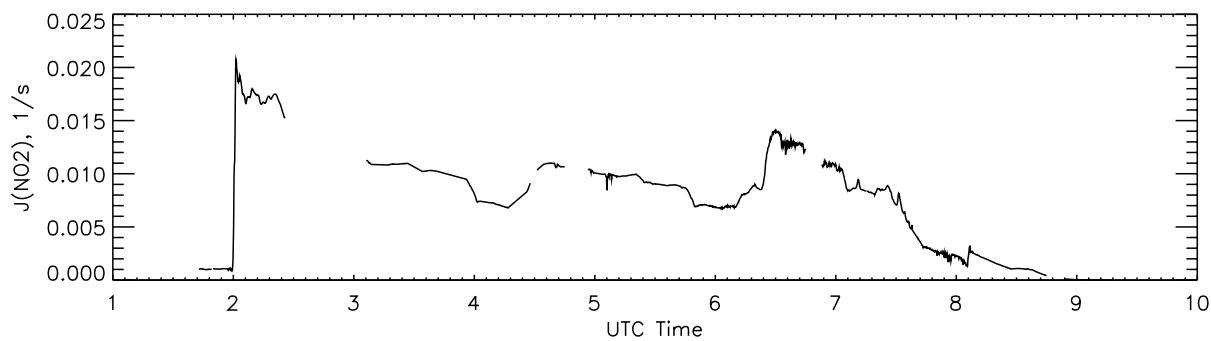
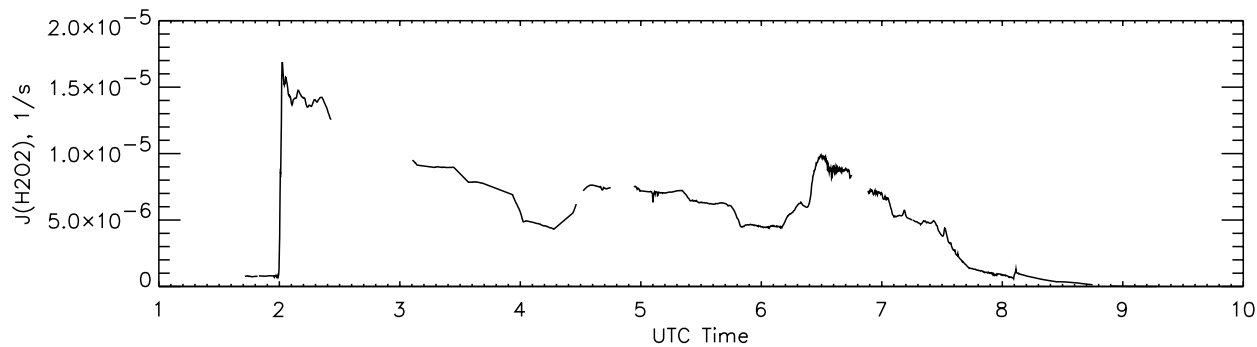
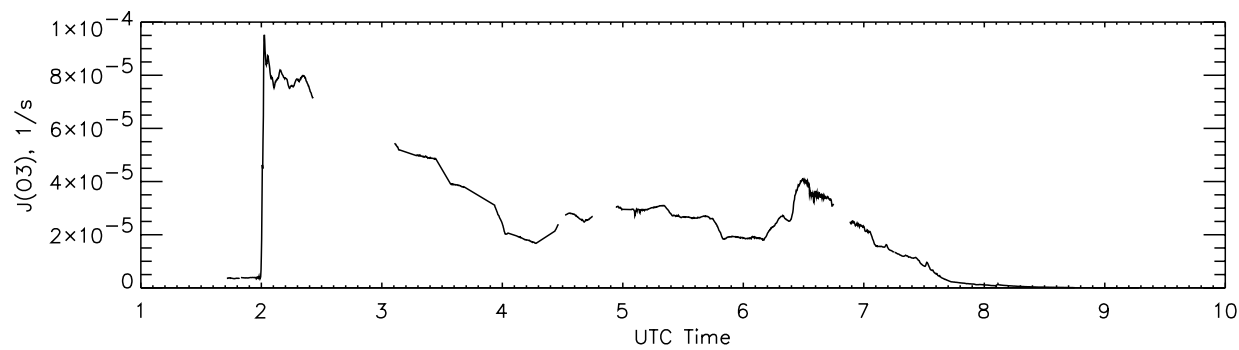
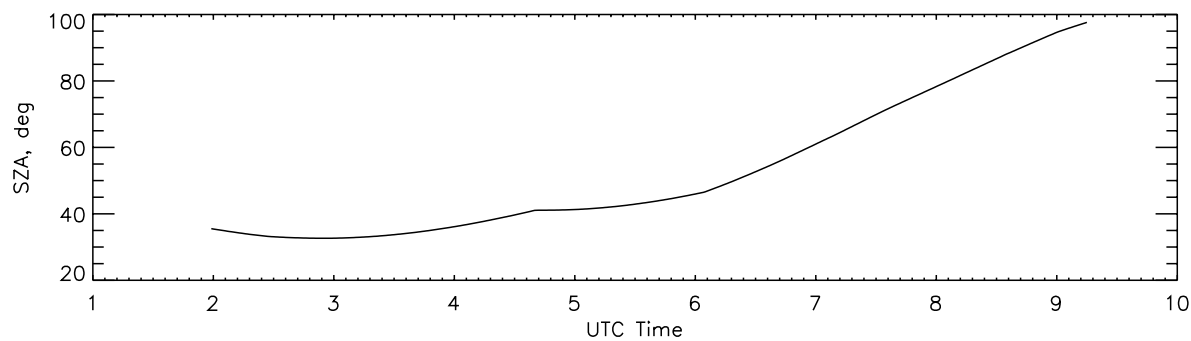
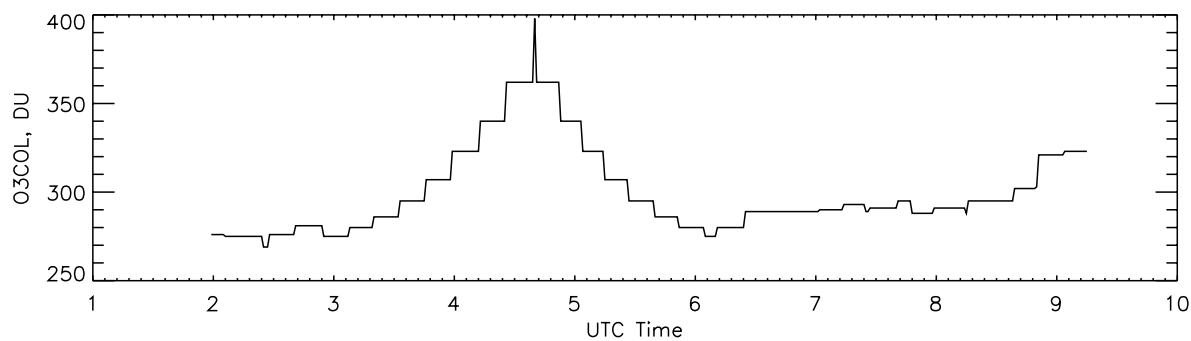


# FINAL DATA: TRACE-P P3-B Flight 14

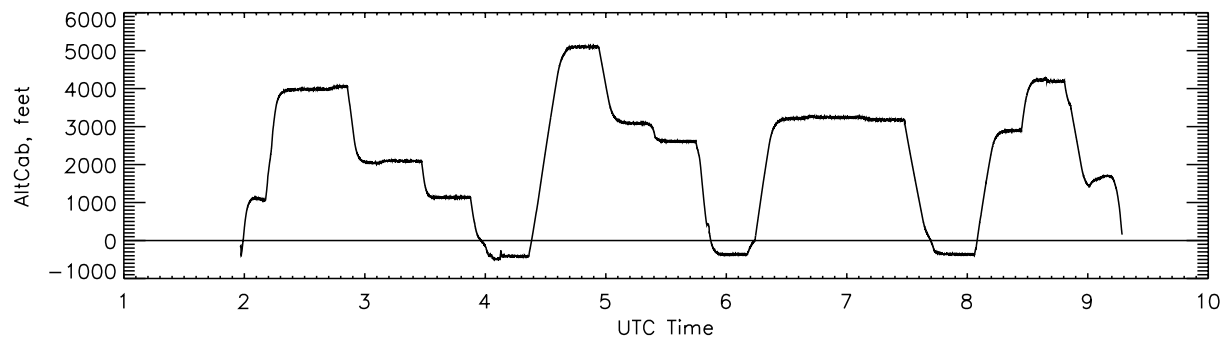
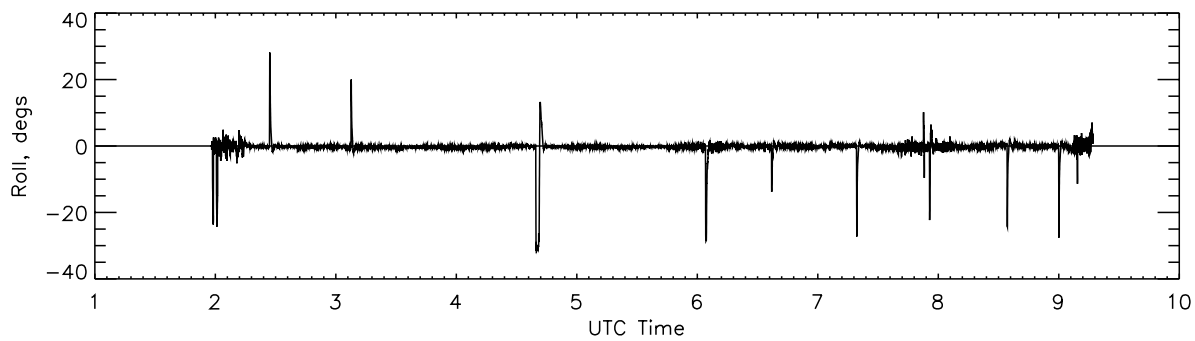
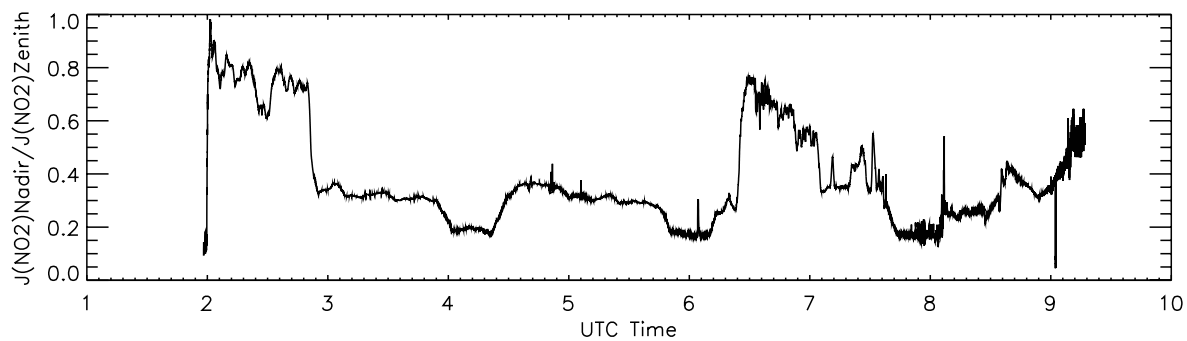
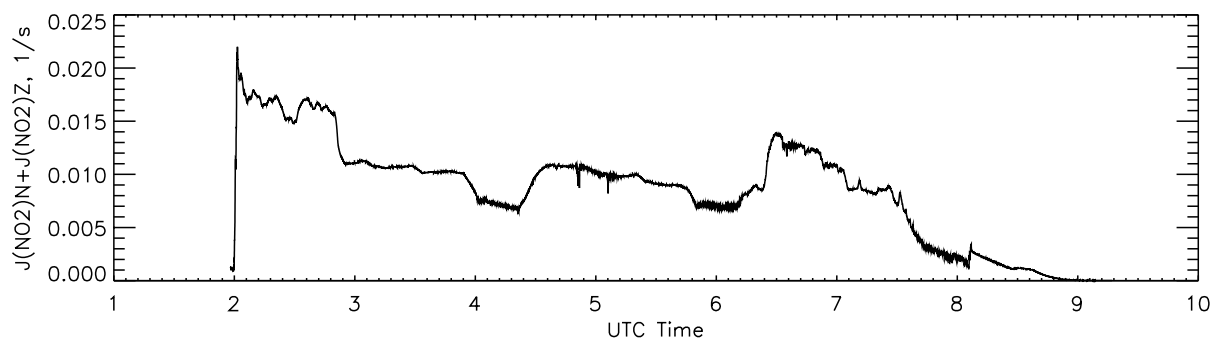


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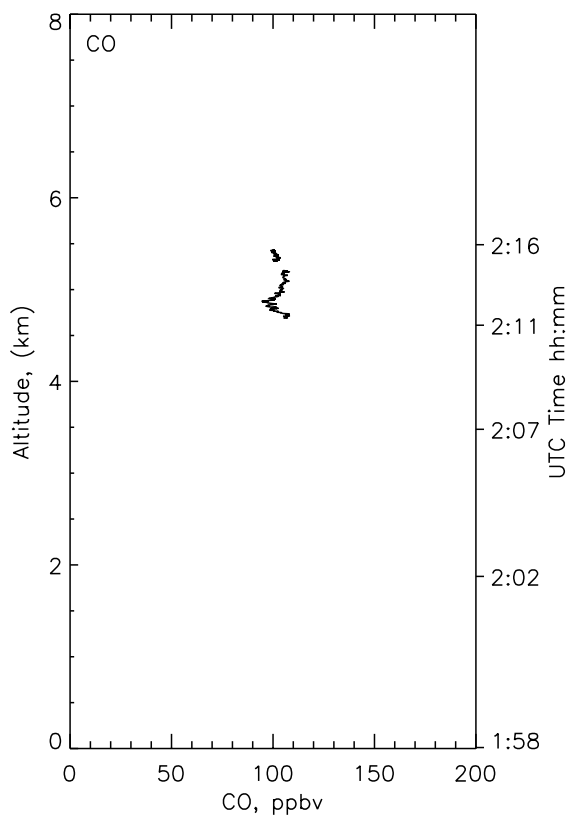
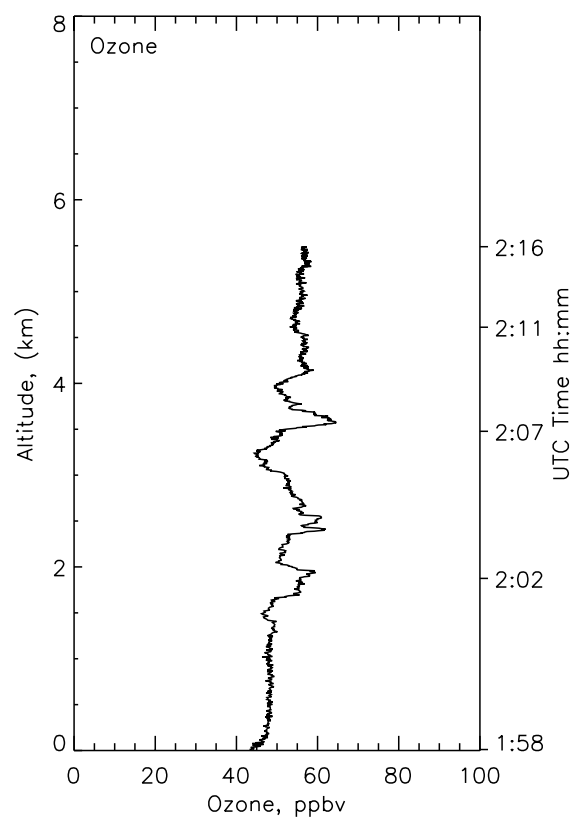
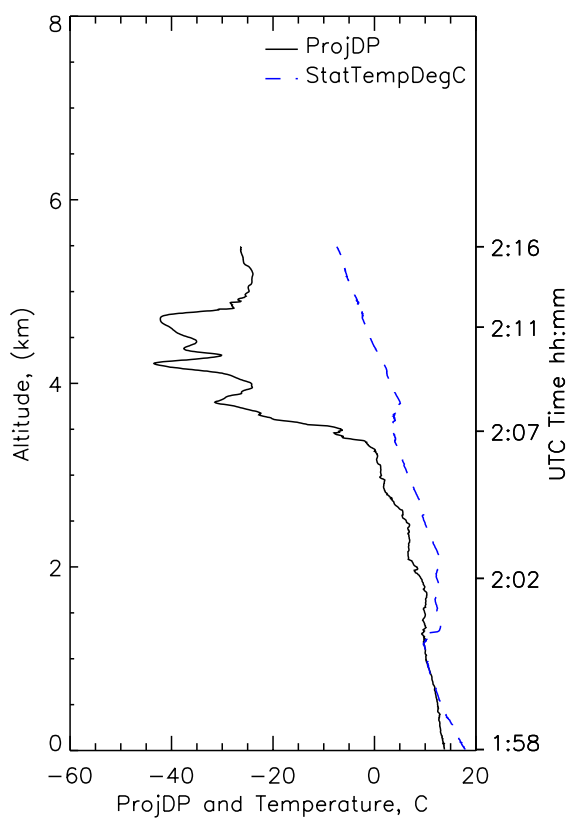
# FINAL DATA: TRACE-P P3-B Flight 14



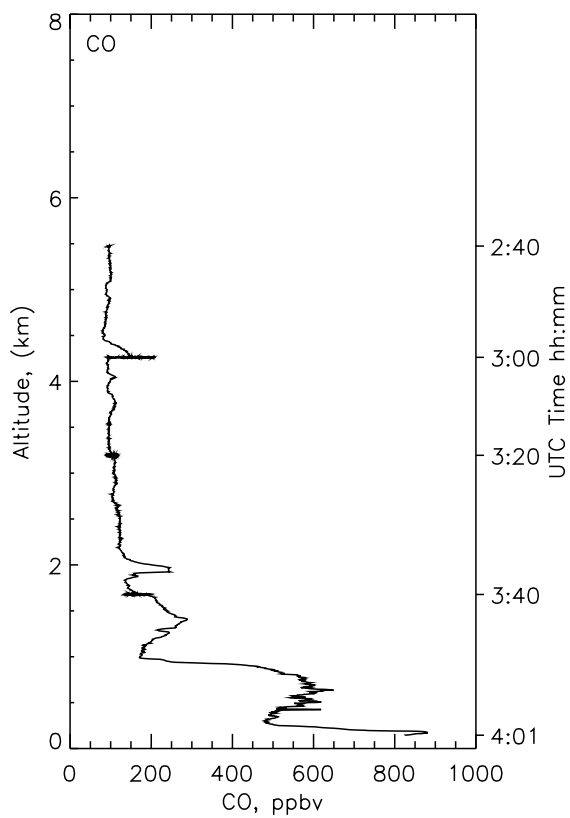
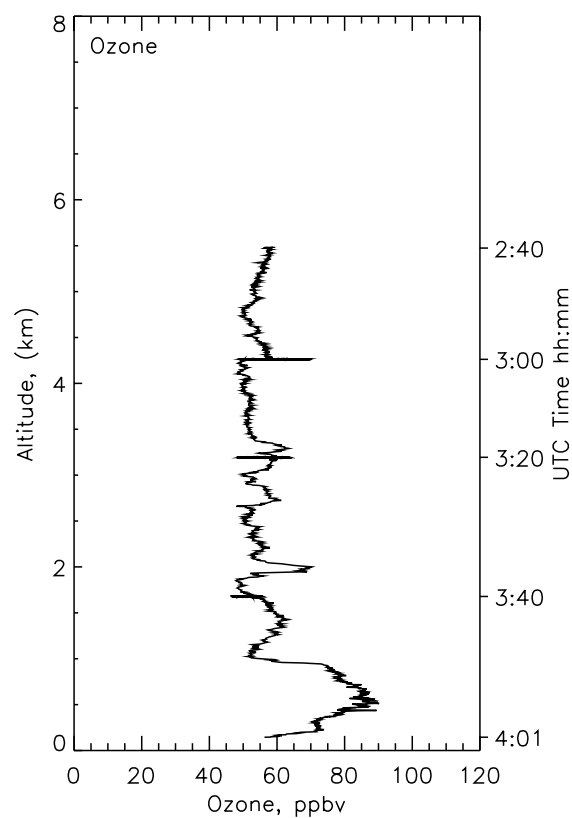
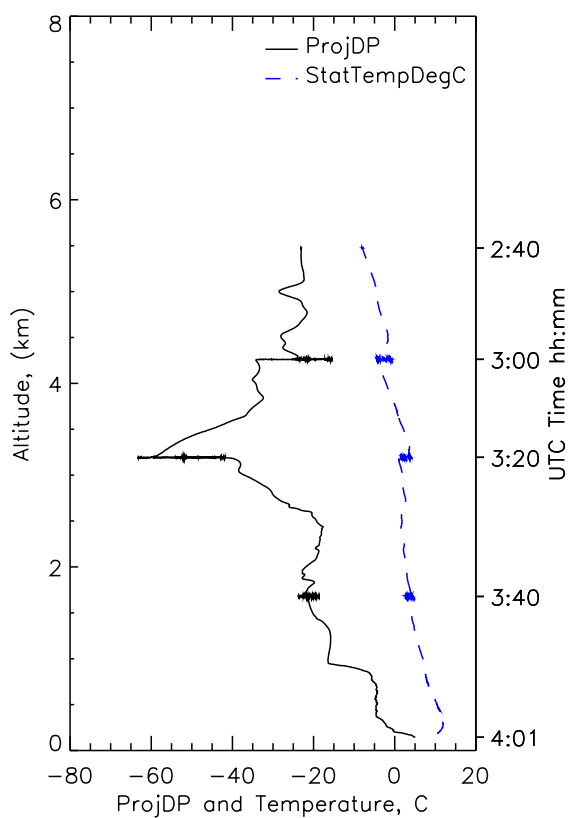
# FINAL DATA: TRACE-P P3-B Flight 14



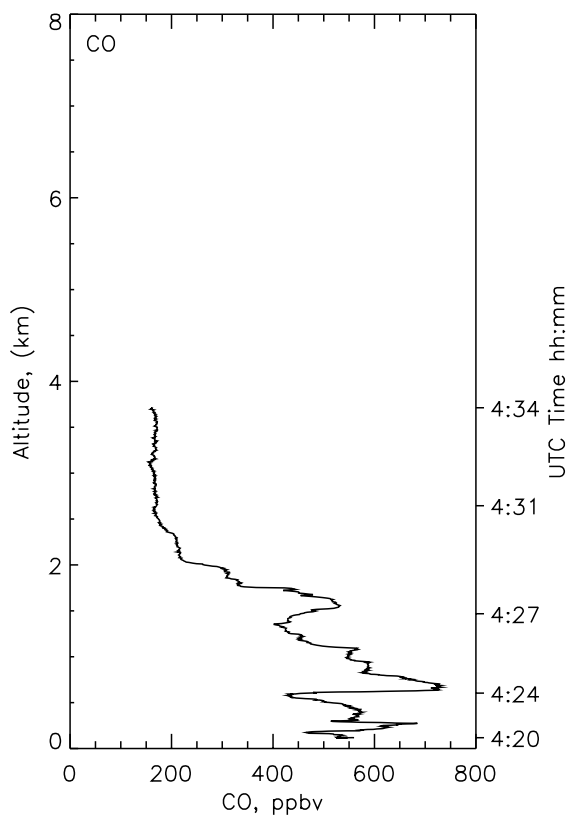
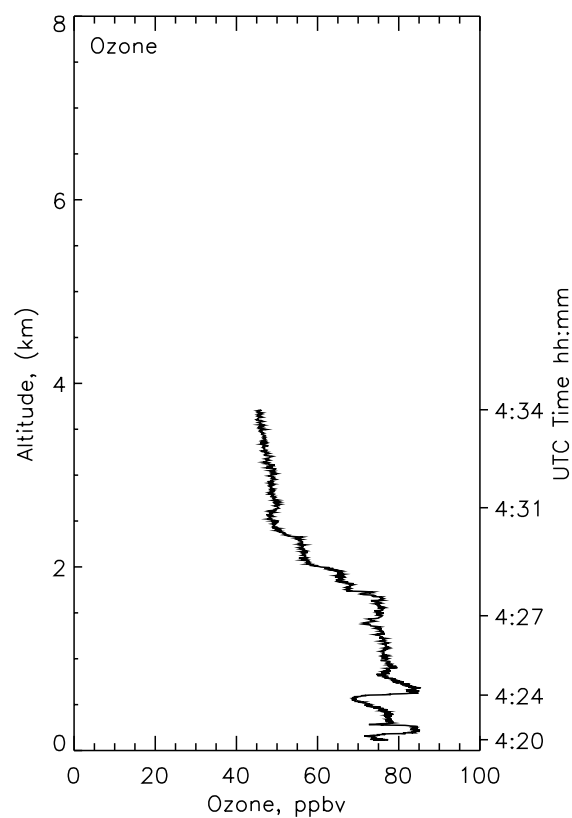
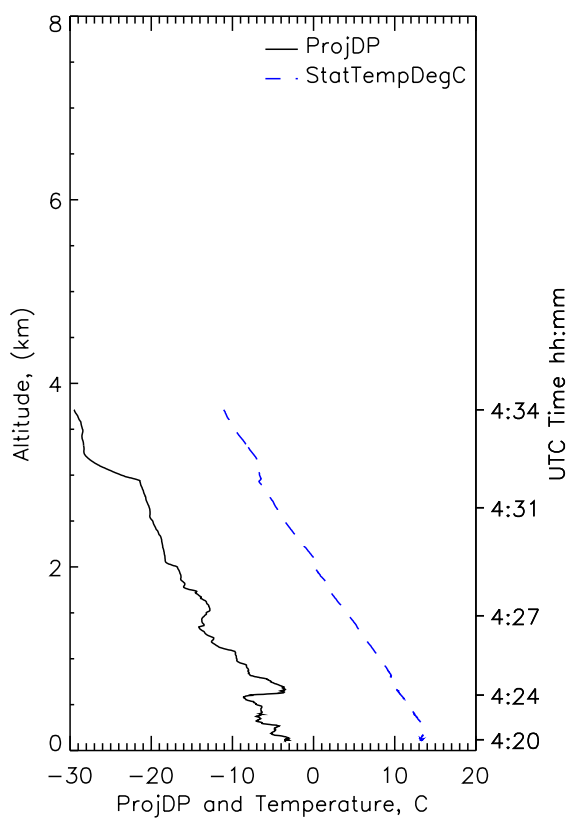
Profile # 1 TRACE-P P3-B Flight 14



Profile # 2 TRACE-P P3-B Flight 14

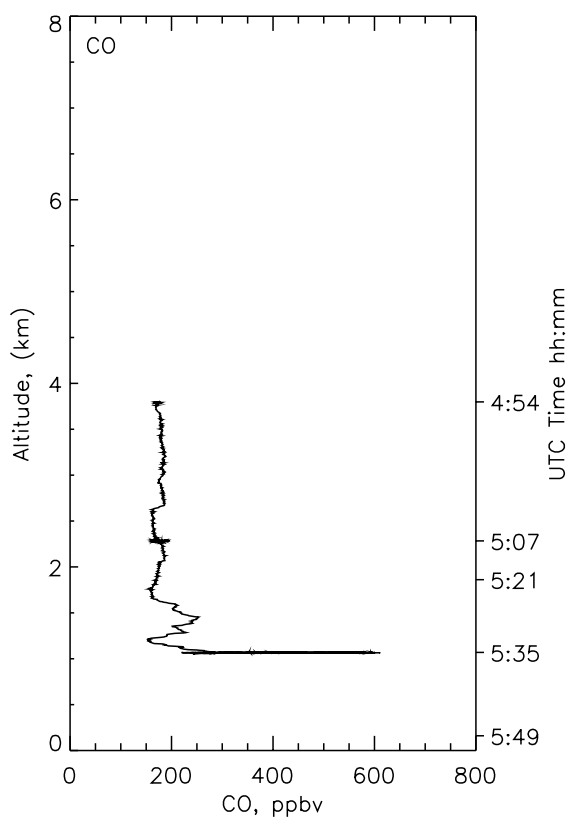
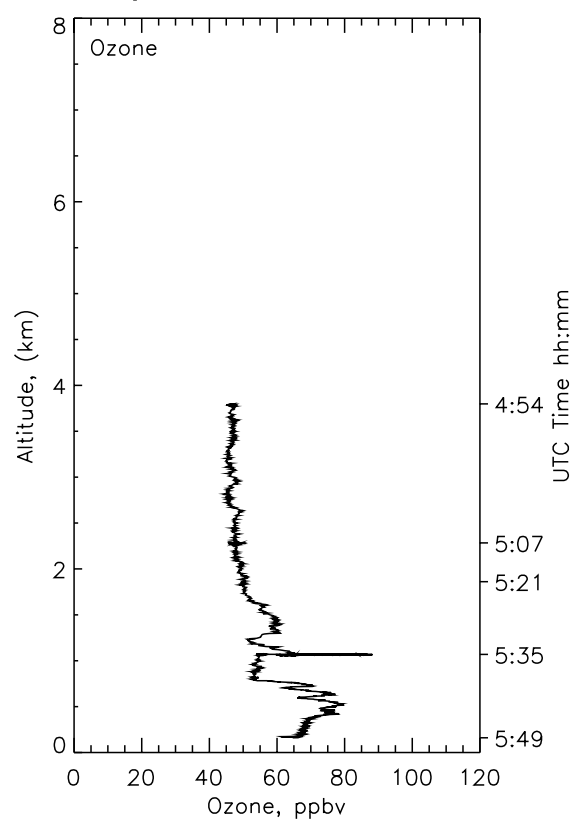
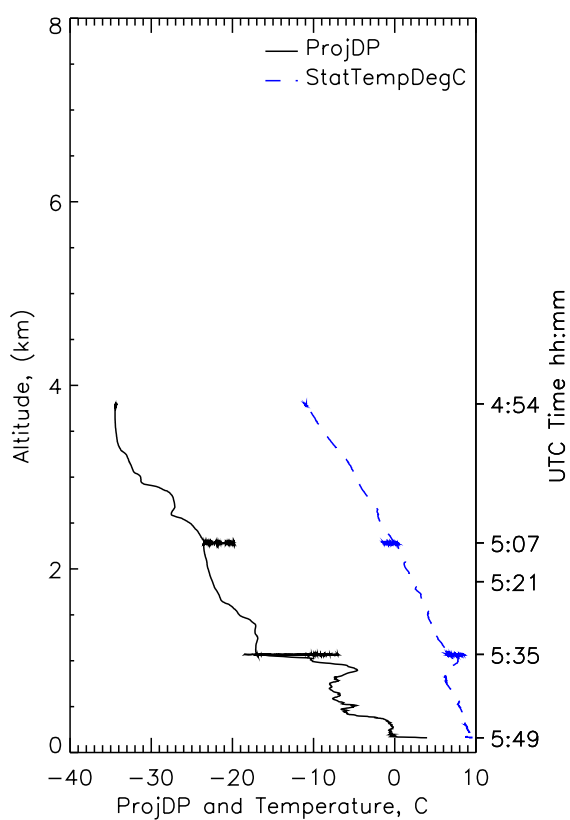


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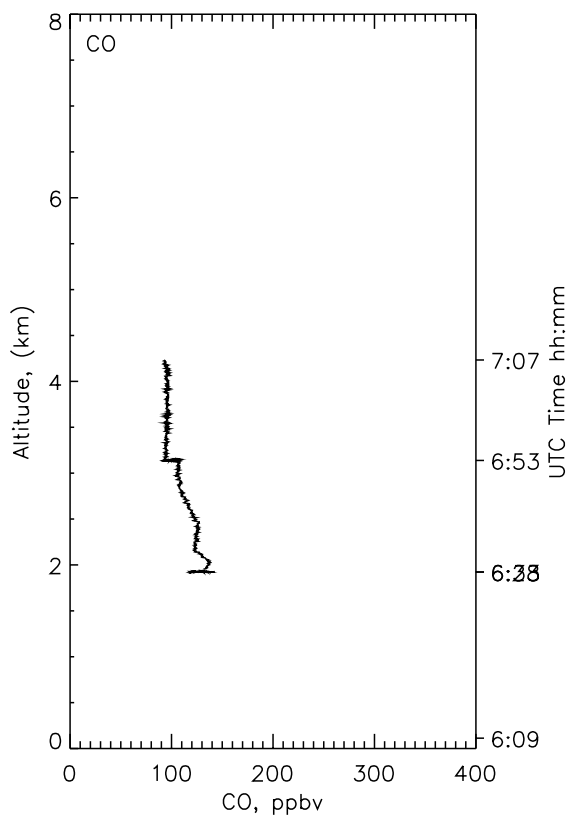
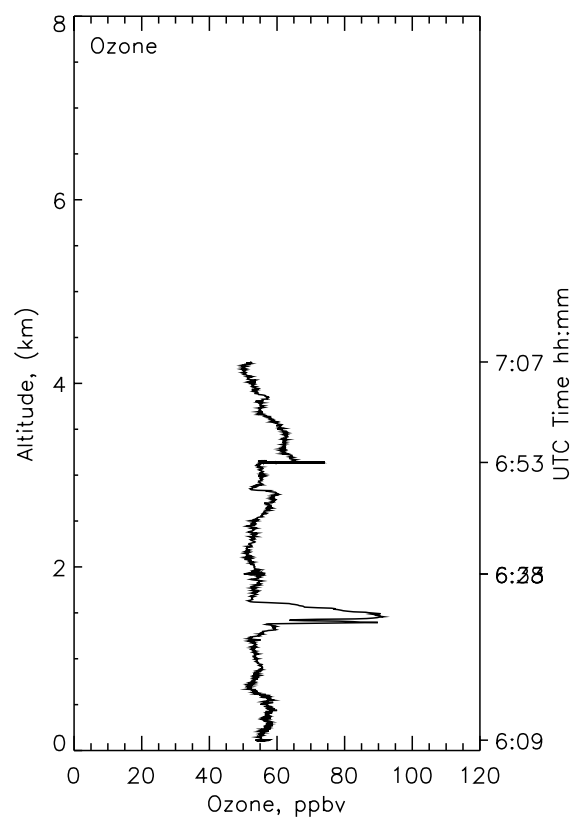
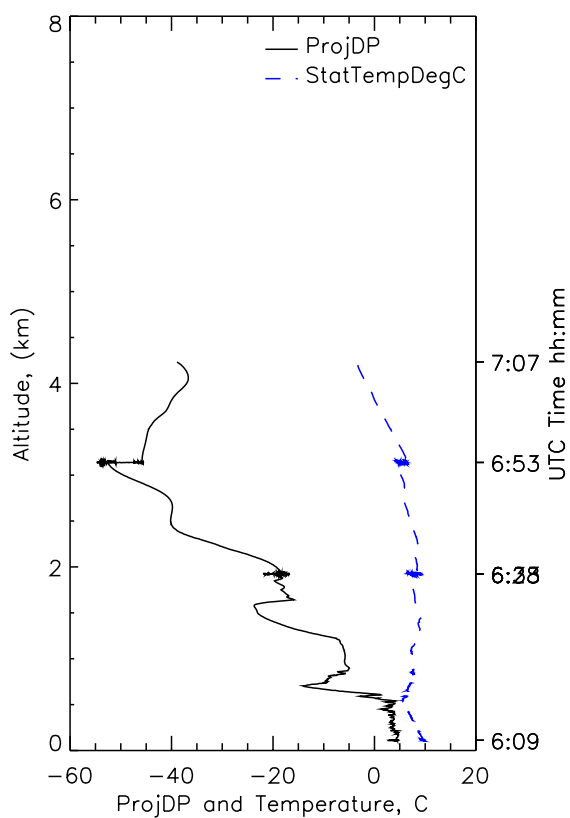




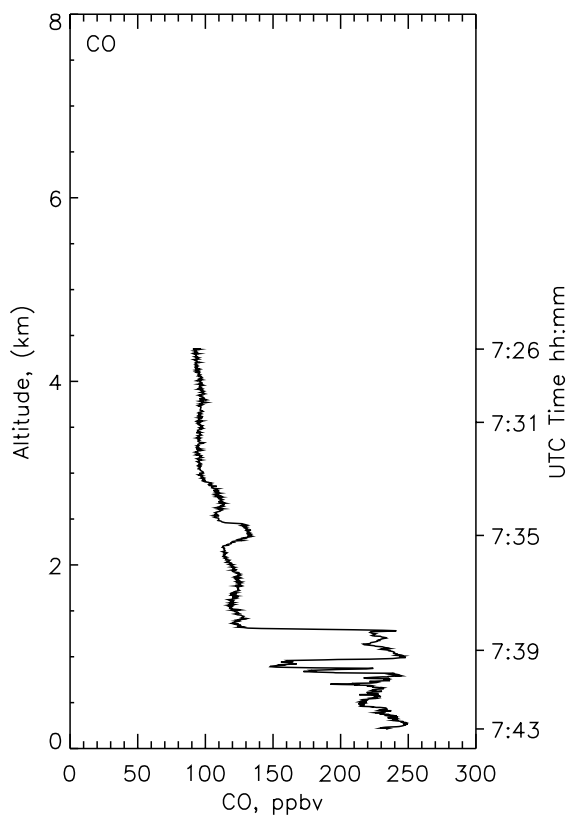
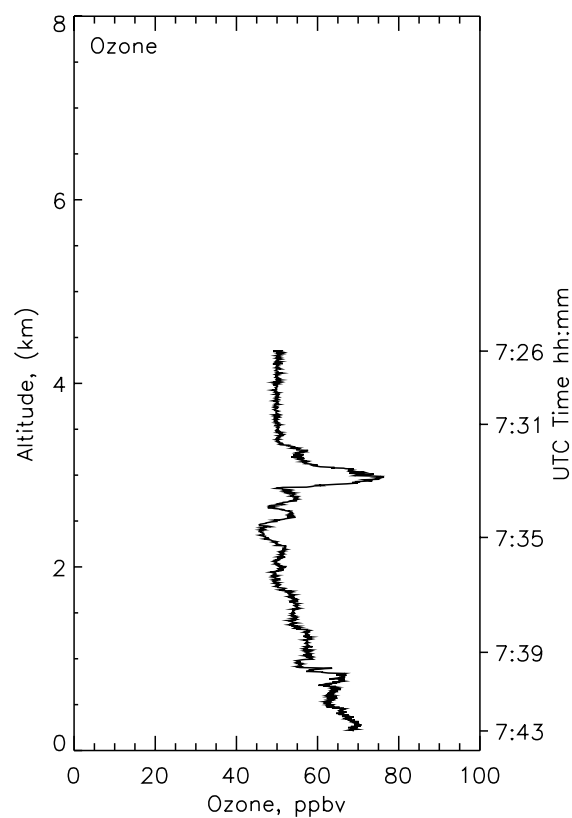
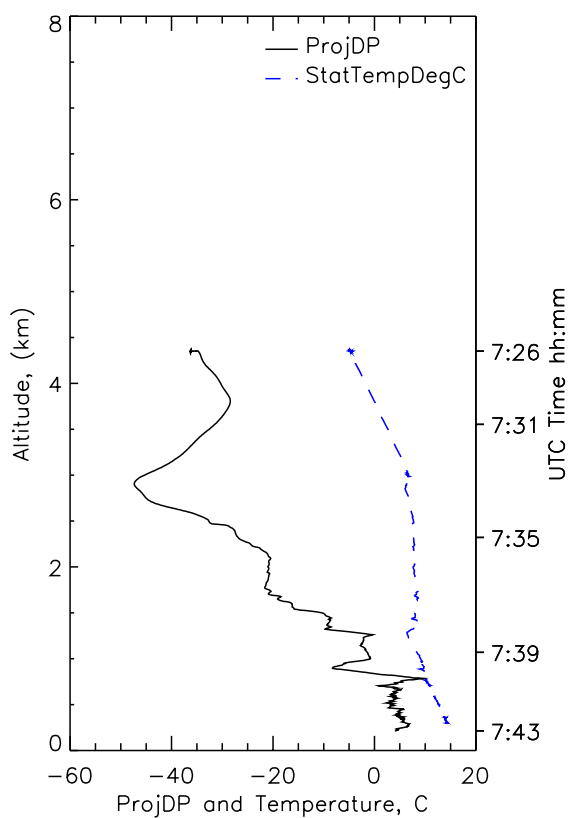
# Profile # 4 TRACE-P P3-B Flight 14



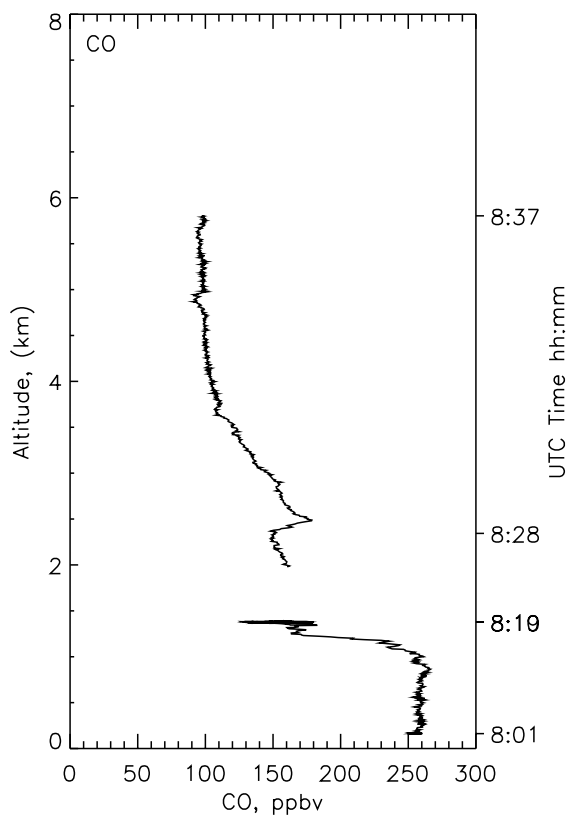
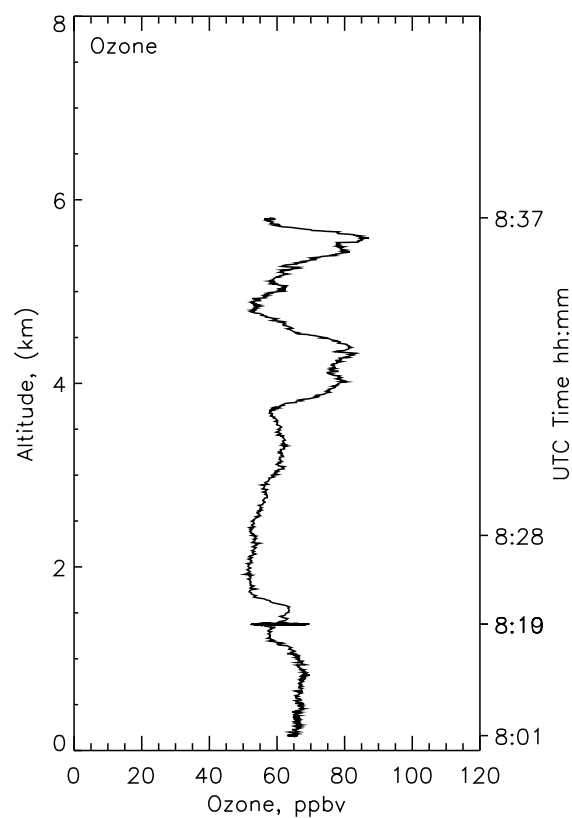
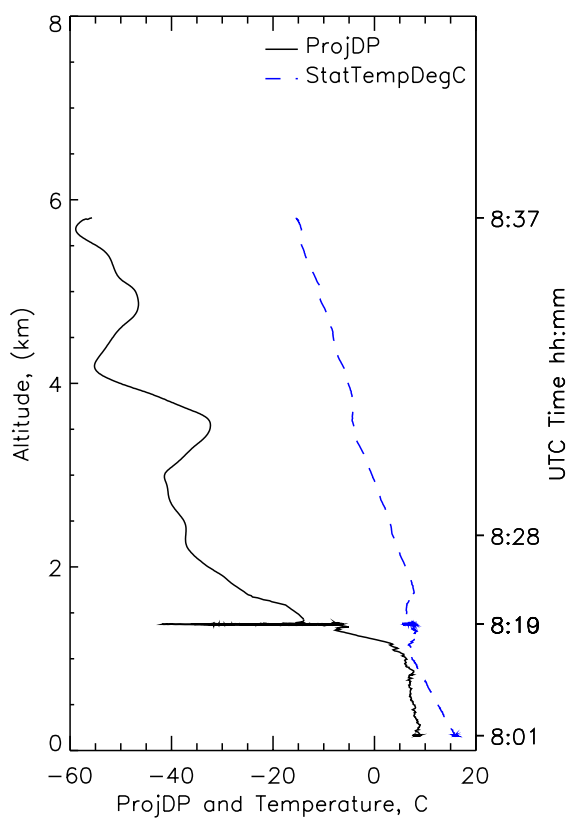
# Profile # 5 TRACE-P P3-B Flight 14



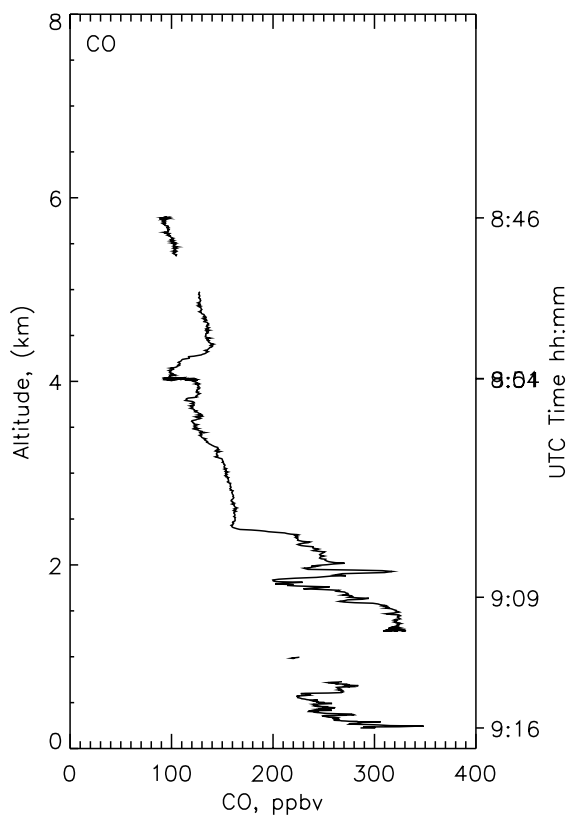
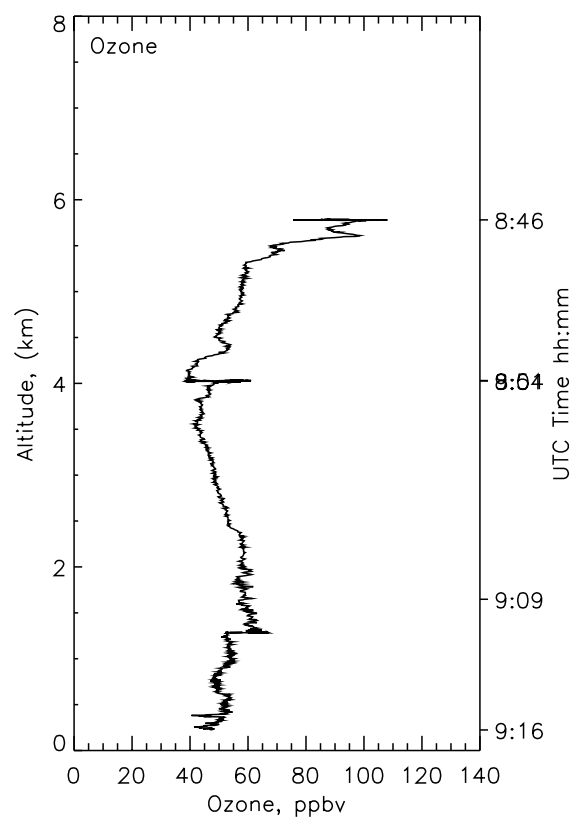
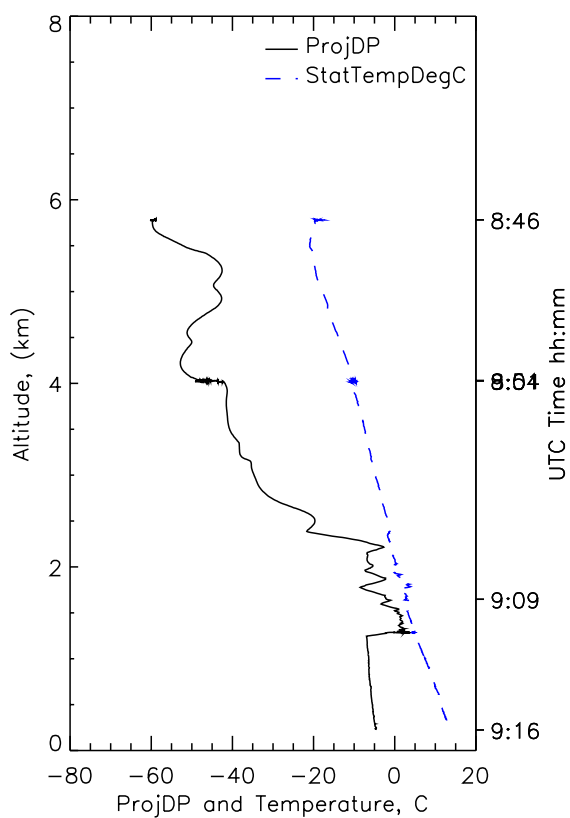
# Profile # 6 TRACE-P P3-B Flight 14



# Profile # 7 TRACE-P P3-B Flight 14



# Profile # 8 TRACE-P P3-B Flight 14



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 15P

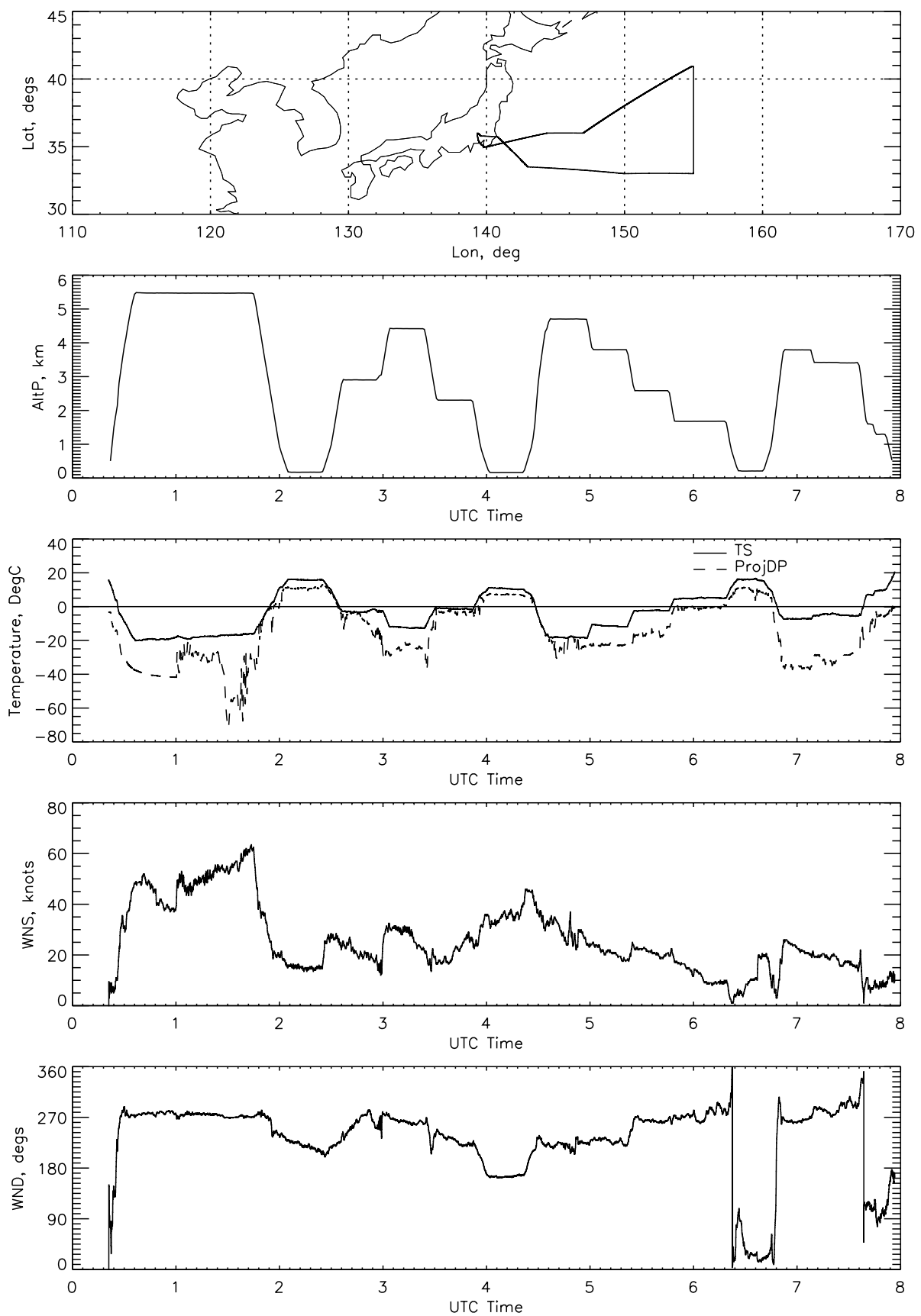
Local: Yokota No. 1

Frontal Boundary Profile

March 21, 2001

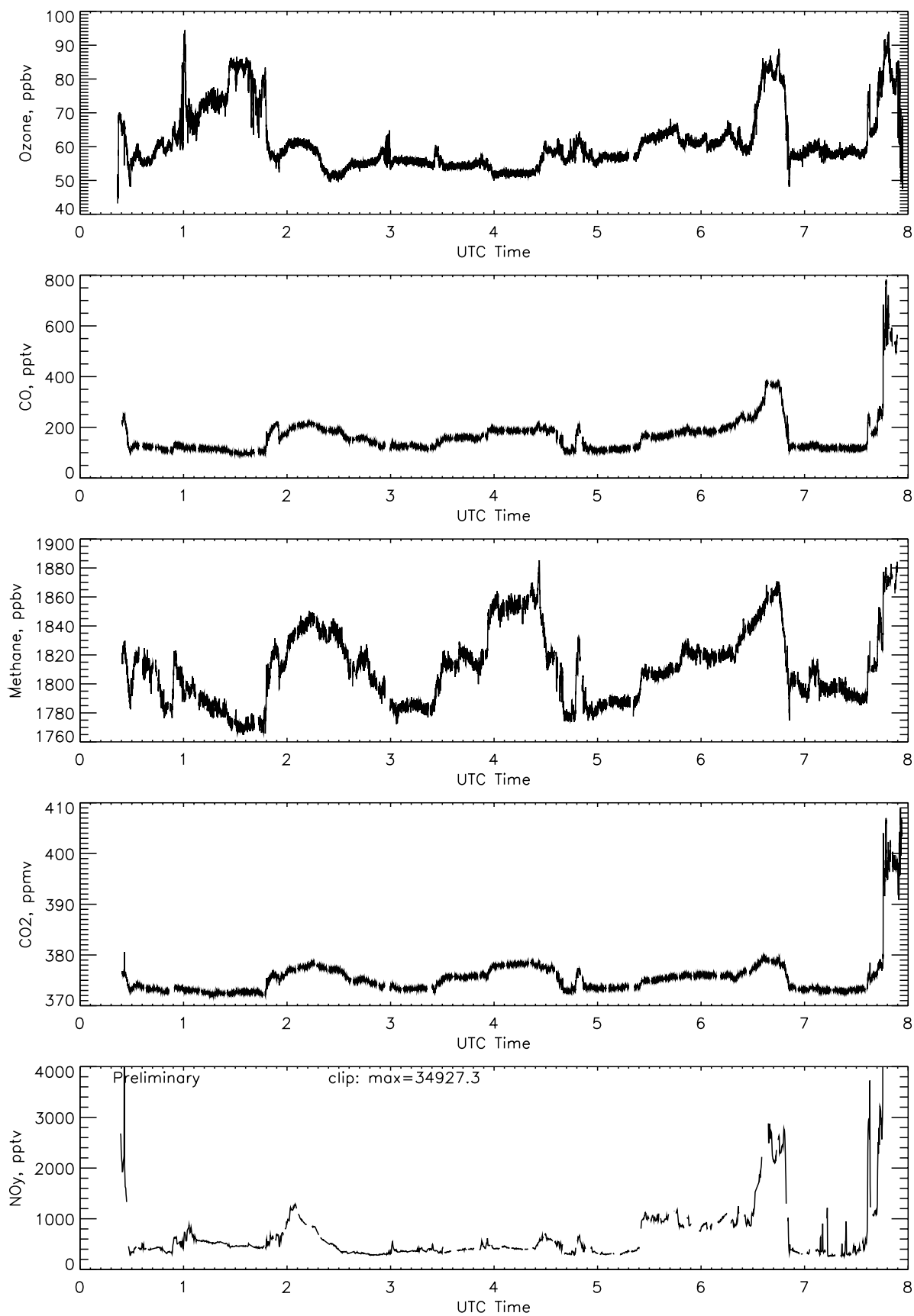


# FINAL DATA: TRACE-P P3-B Flight 15

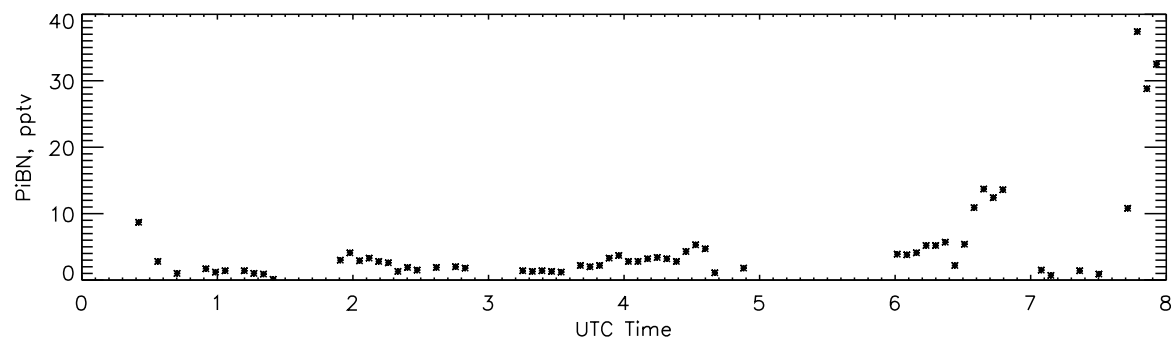
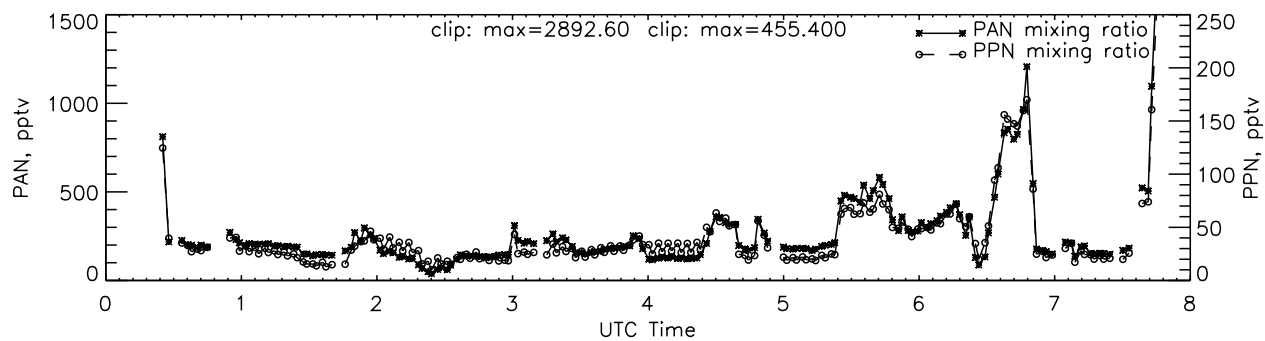
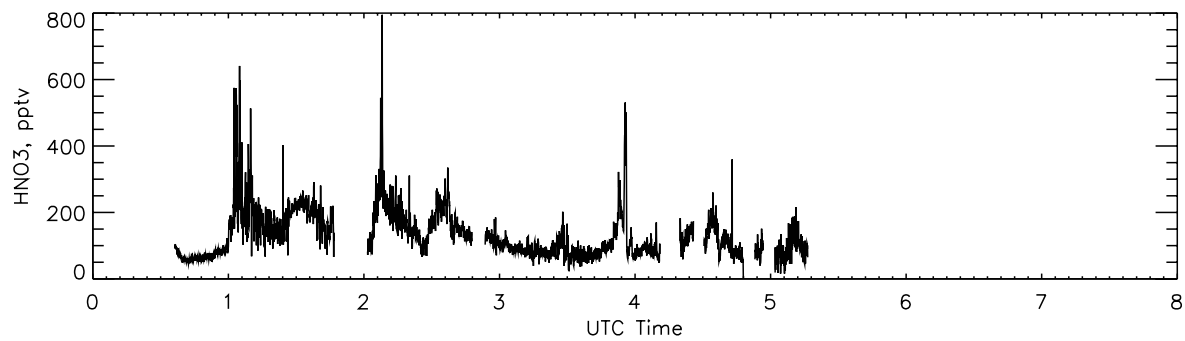
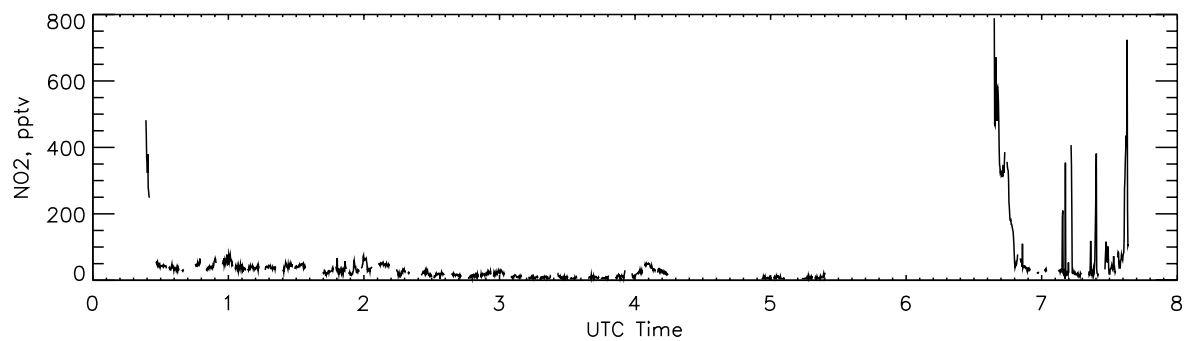
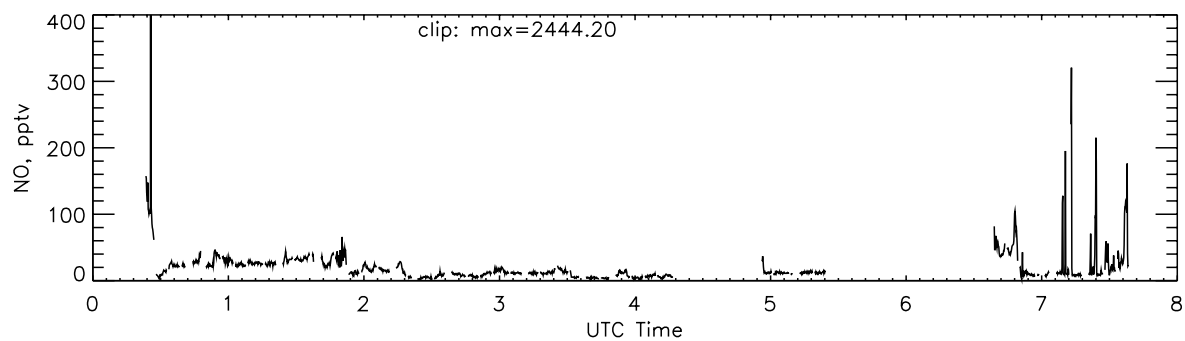




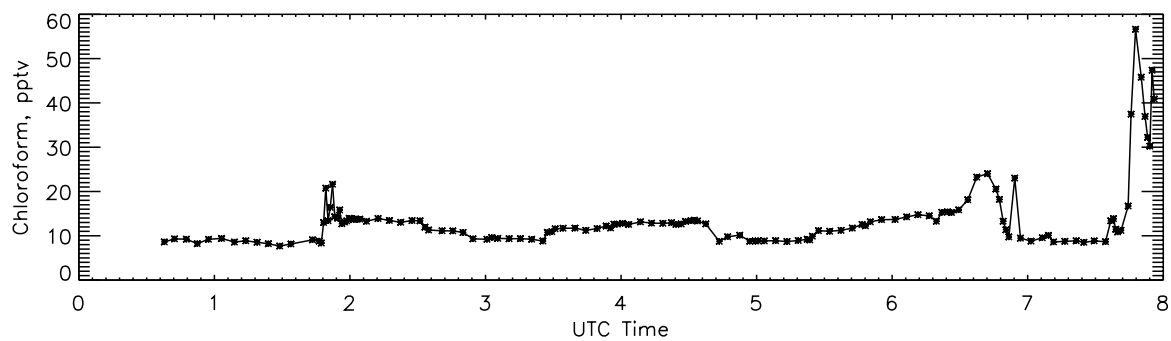
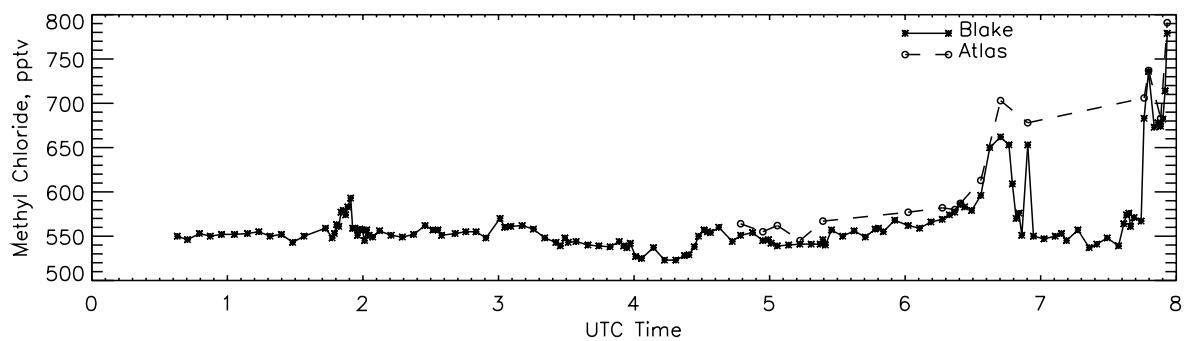
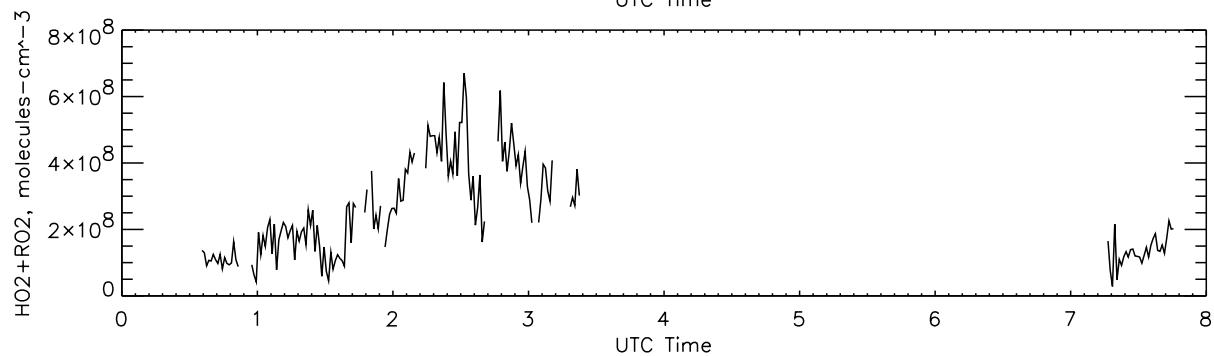
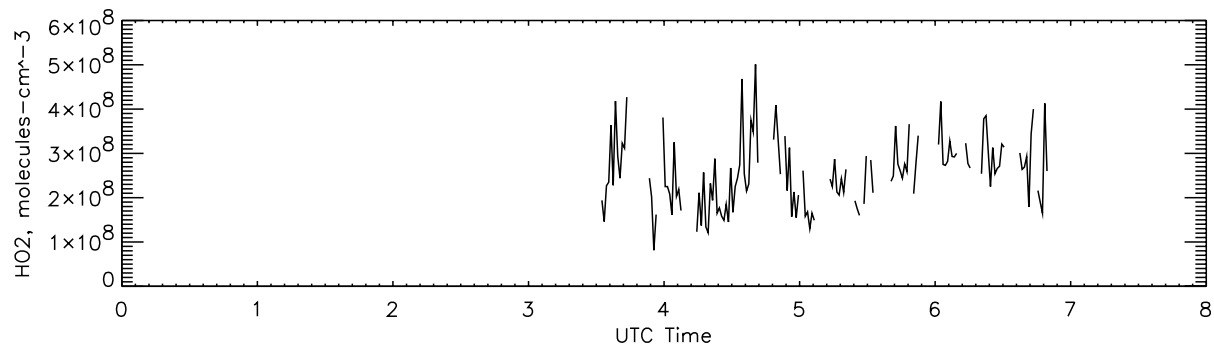
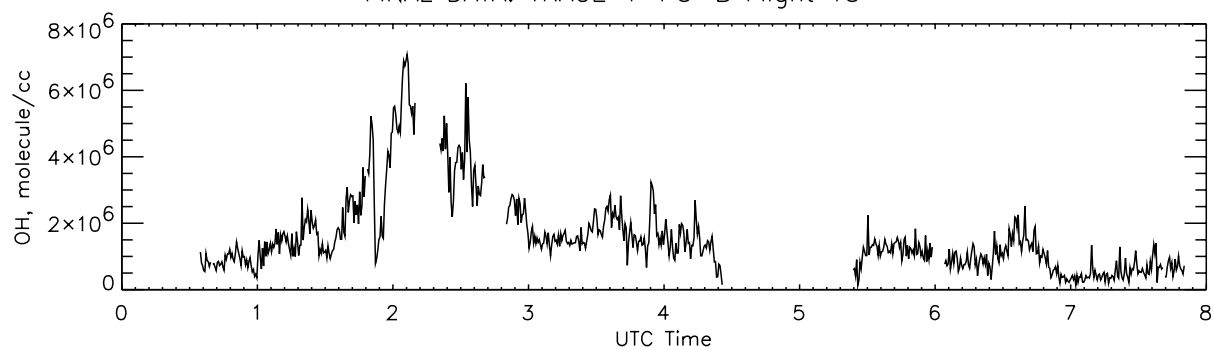
FINAL DATA: TRACE-P P3-B Flight 15



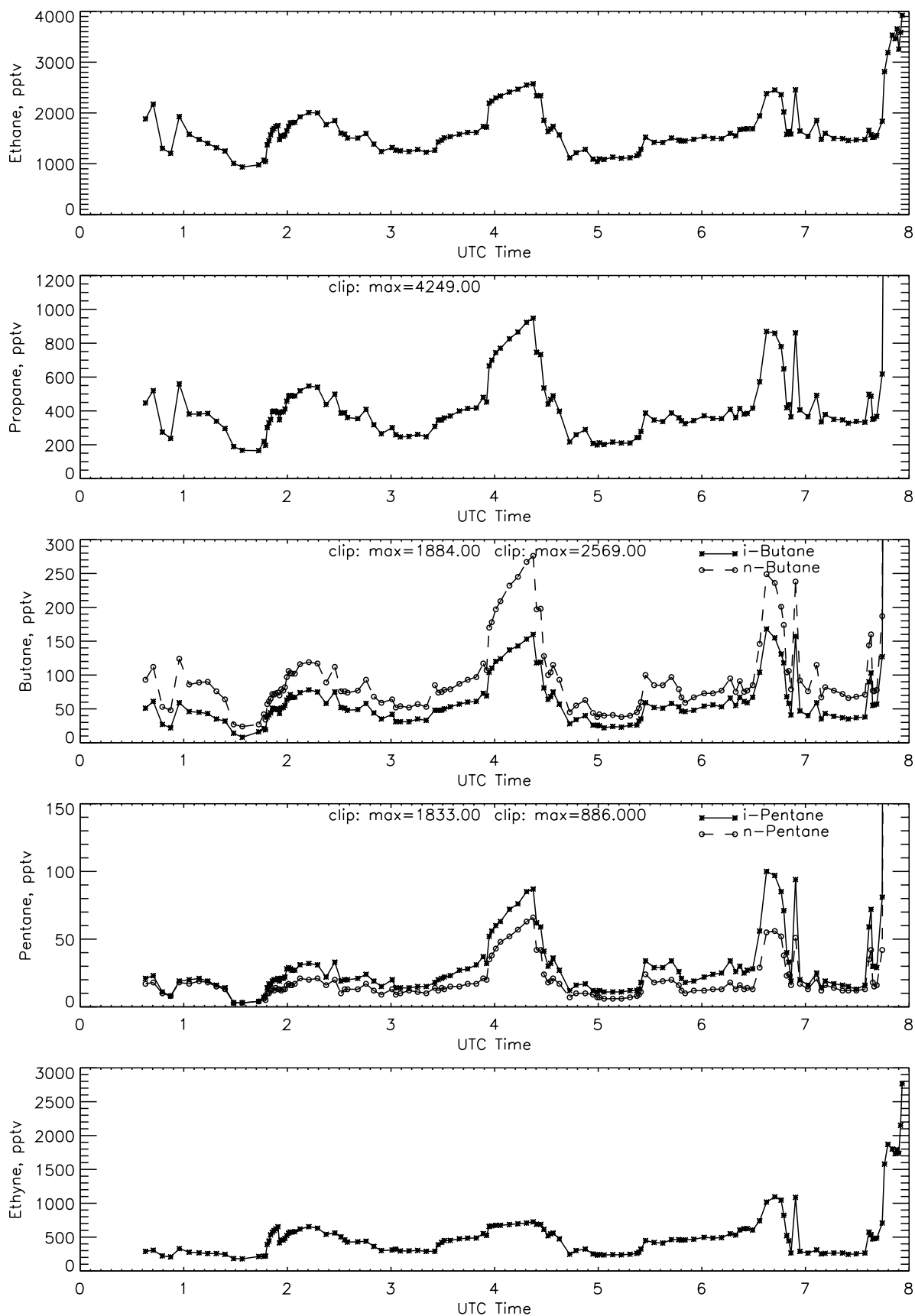
# FINAL DATA: TRACE-P P3-B Flight 15



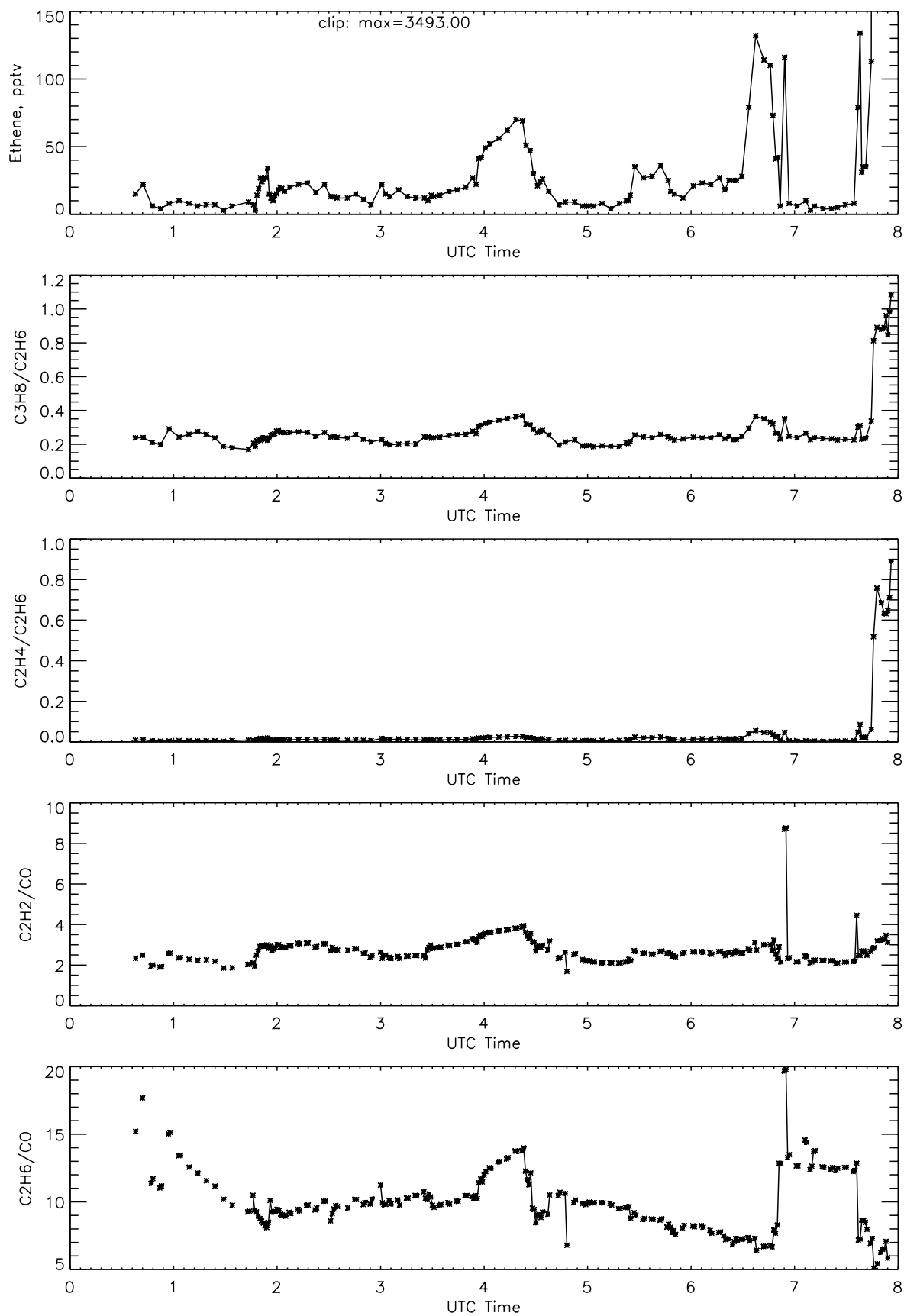
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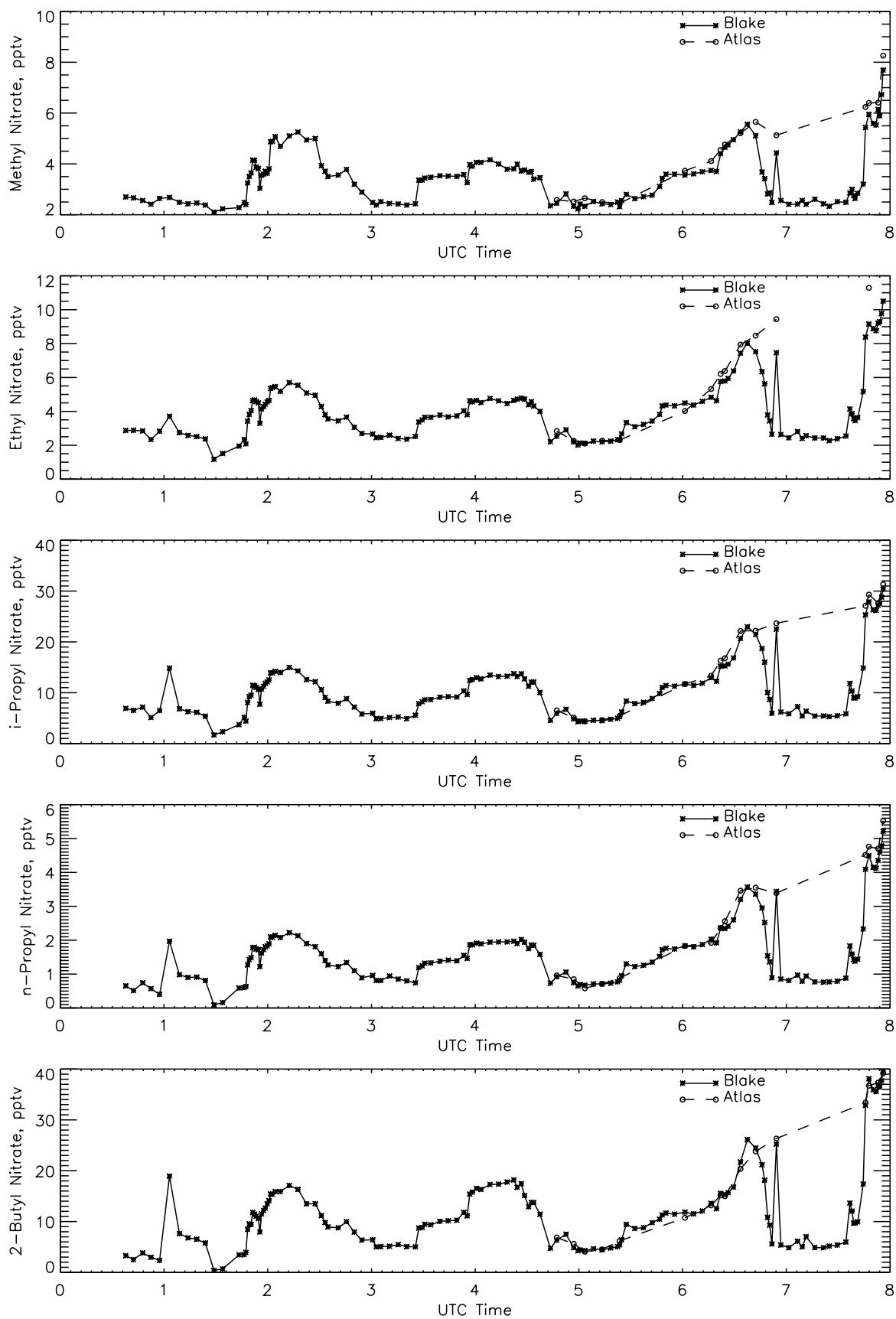
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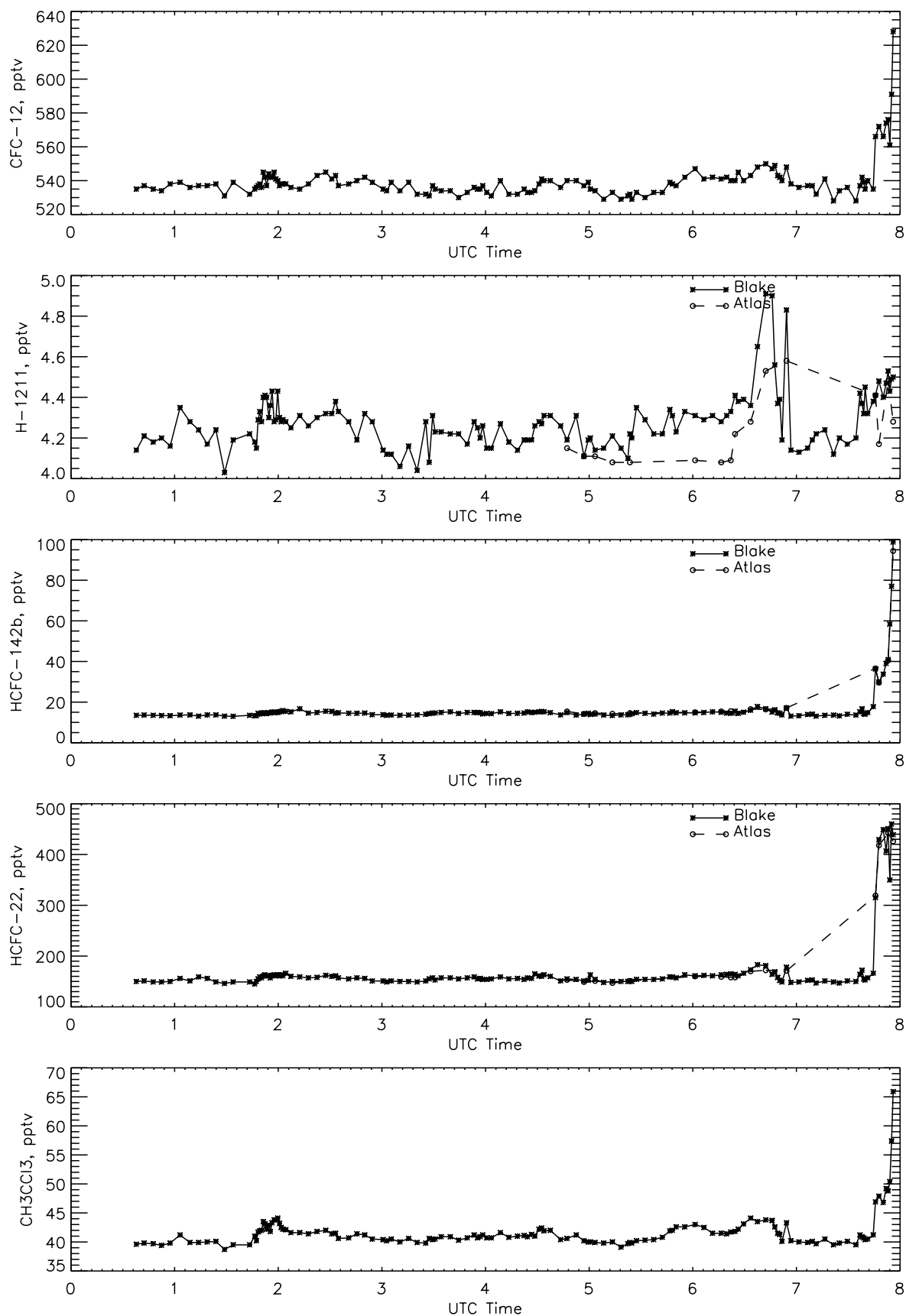
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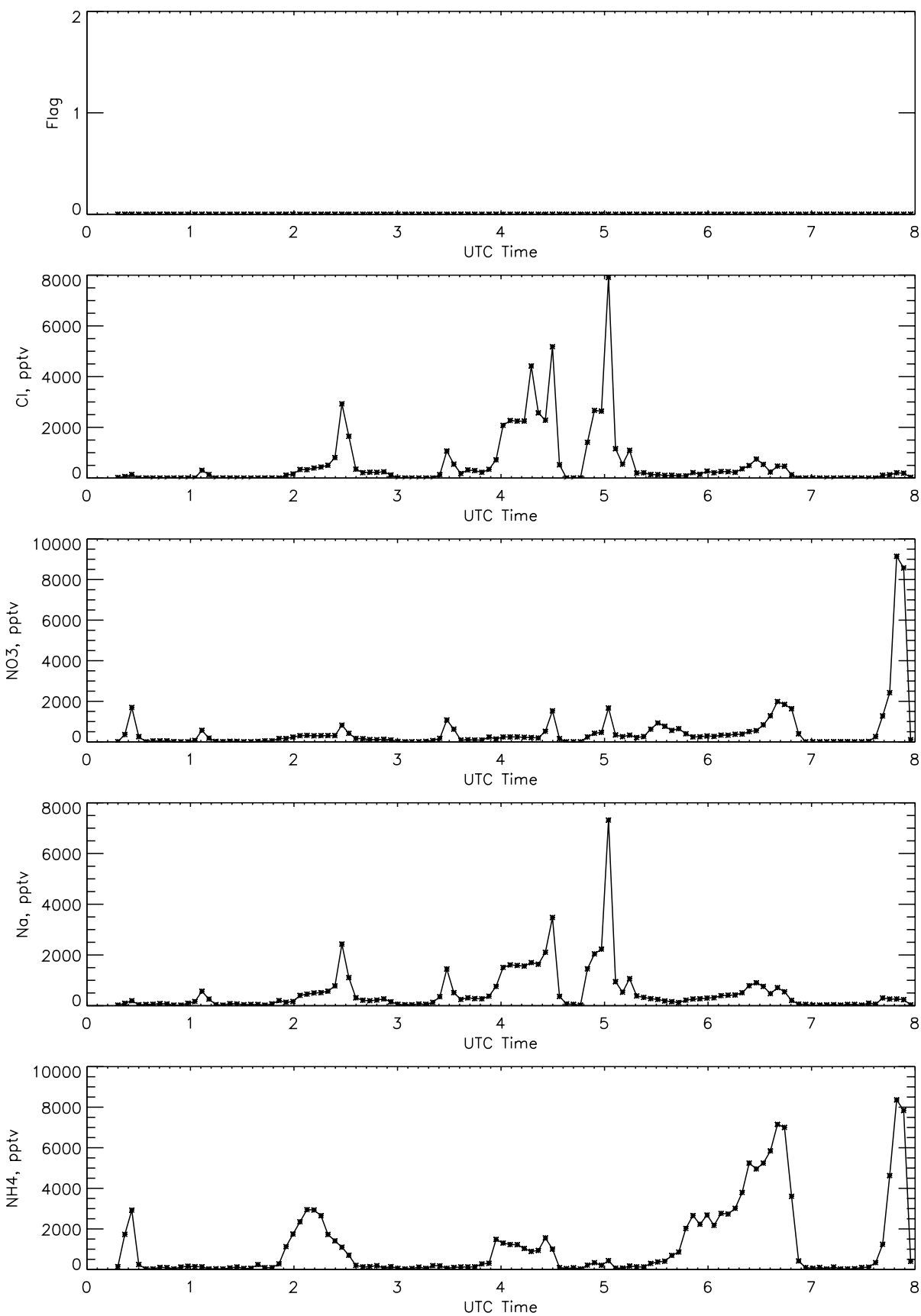
# FINAL DATA: TRACE-P P3-B Flight 15



# FINAL DATA: TRACE-P P3-B Flight 15

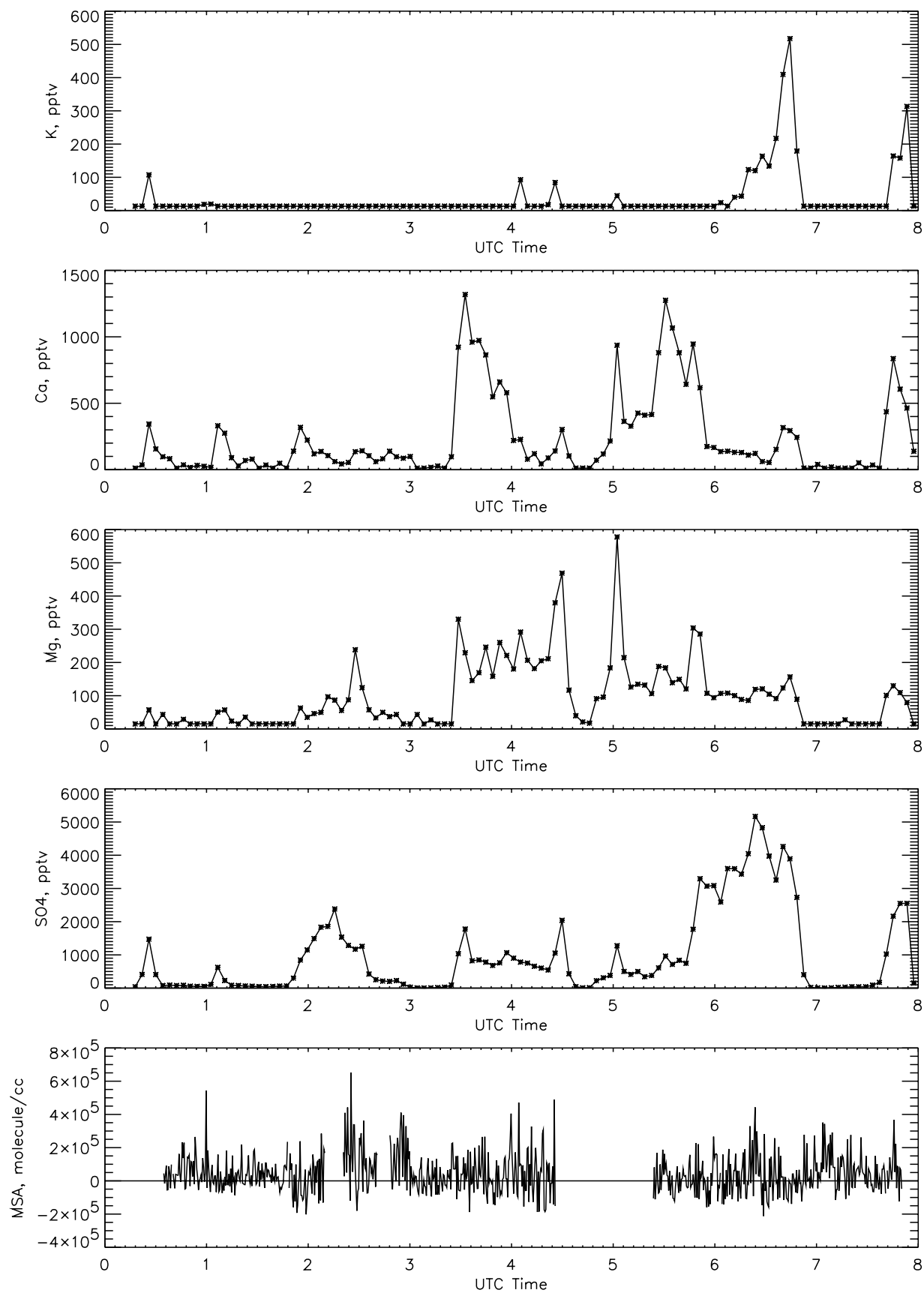


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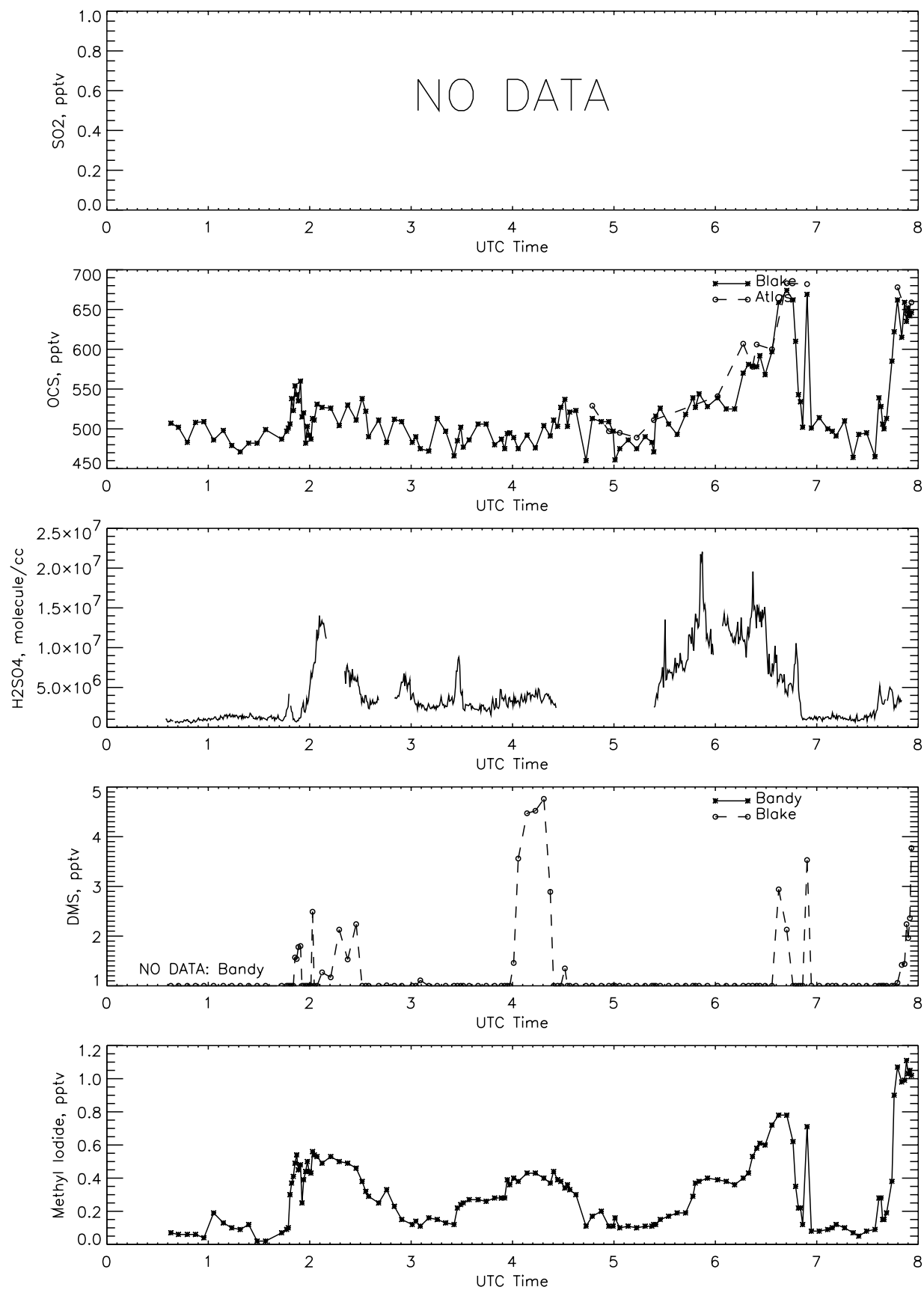




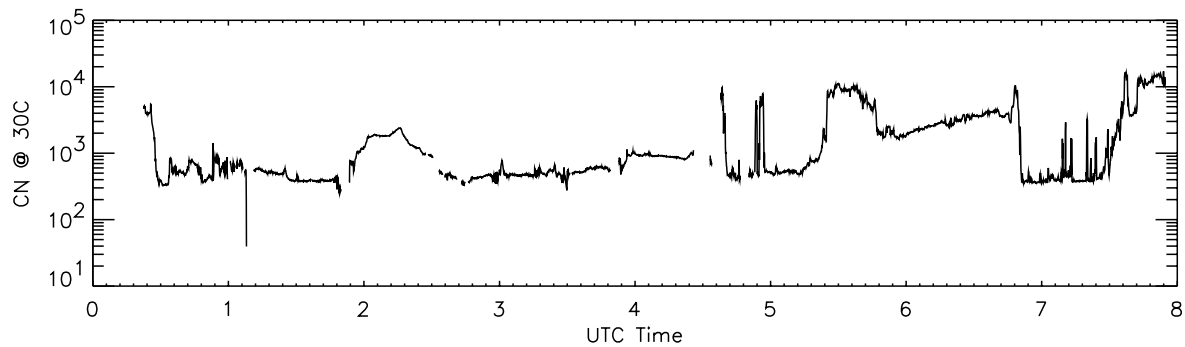
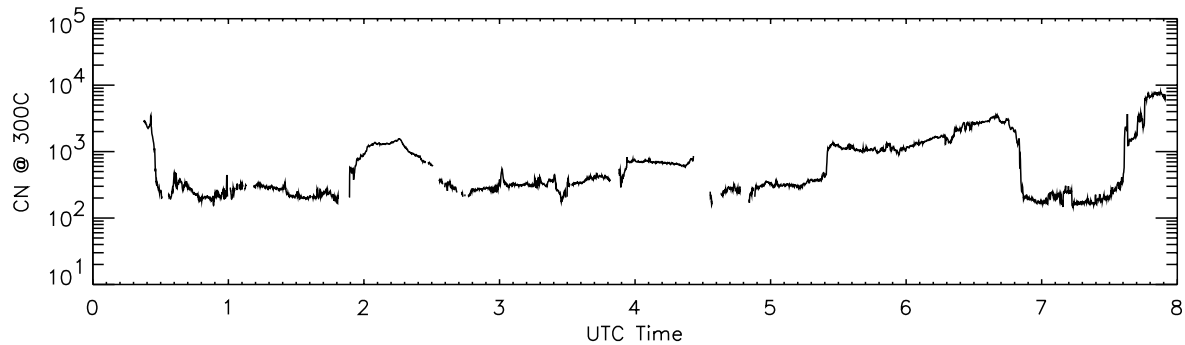
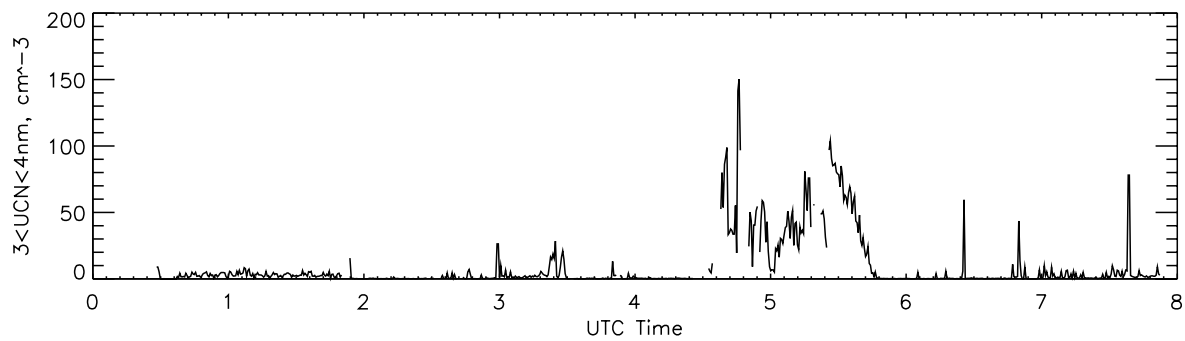
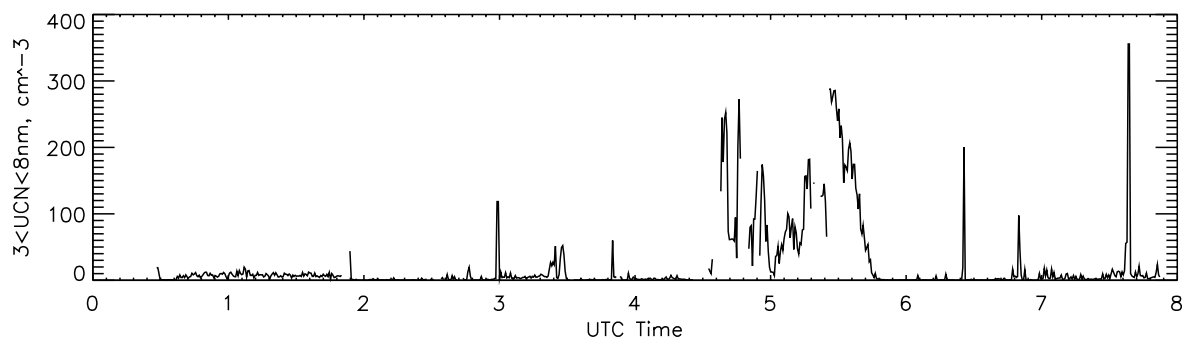
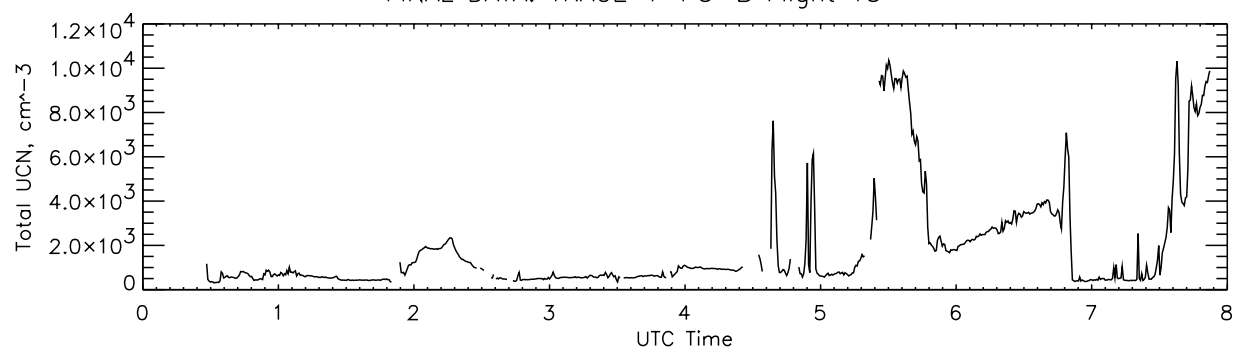
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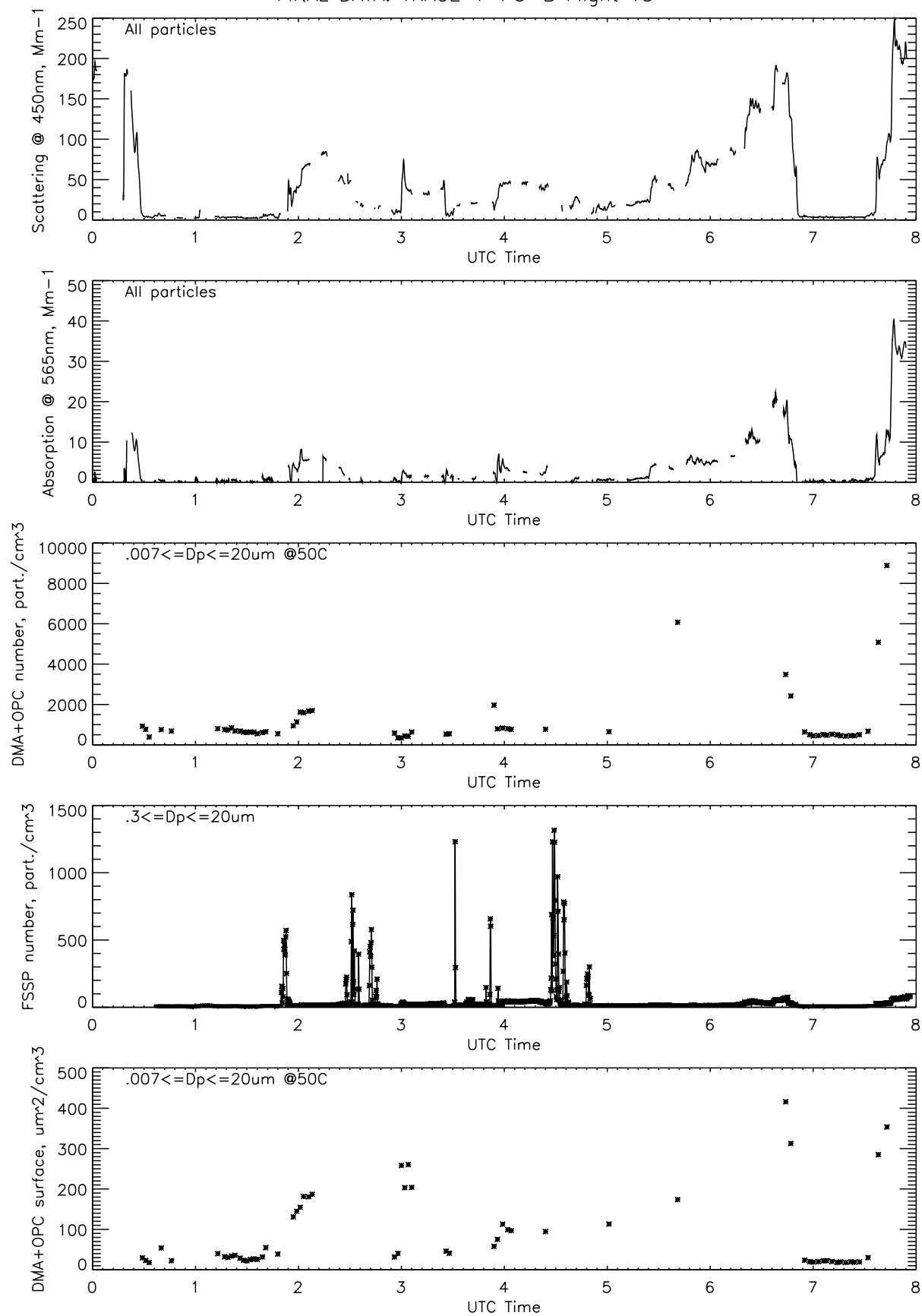
FINAL DATA: TRACE-P P3-B Flight 15



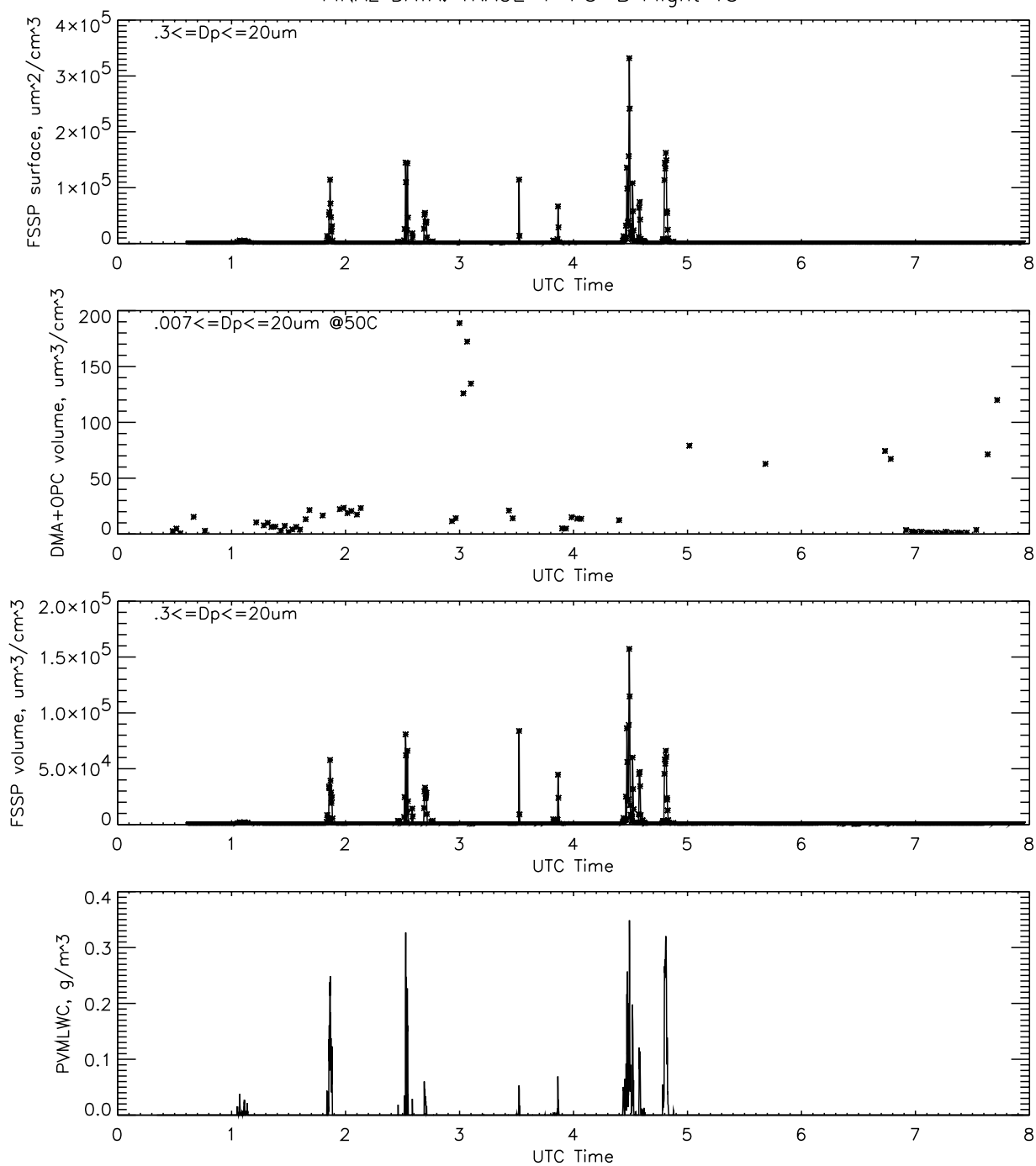
# FINAL DATA: TRACE-P P3-B Flight 15



# FINAL DATA: TRACE-P P3-B Flight 15

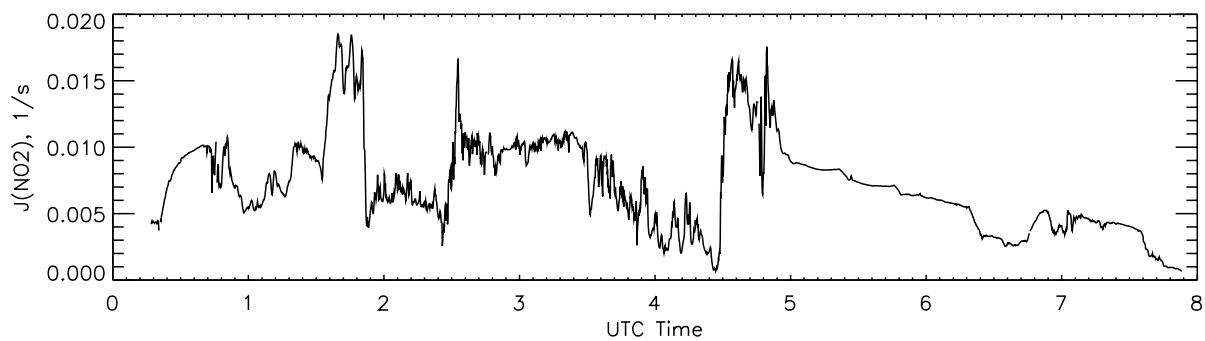
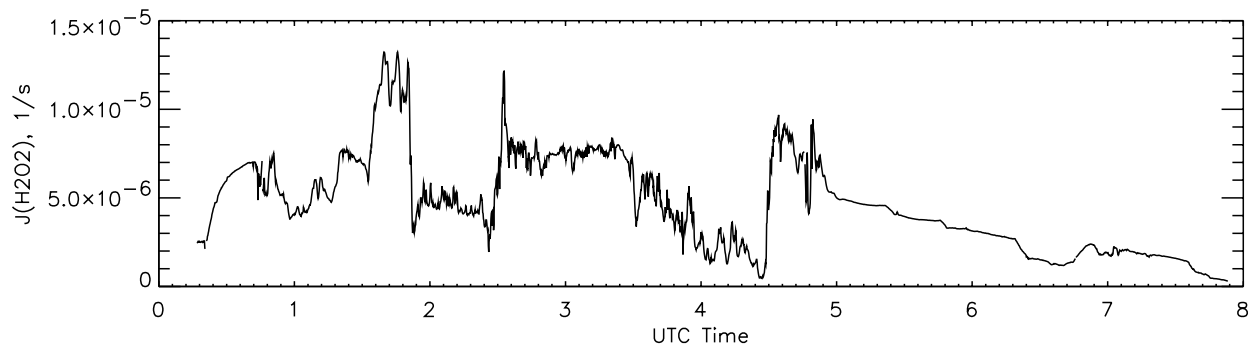
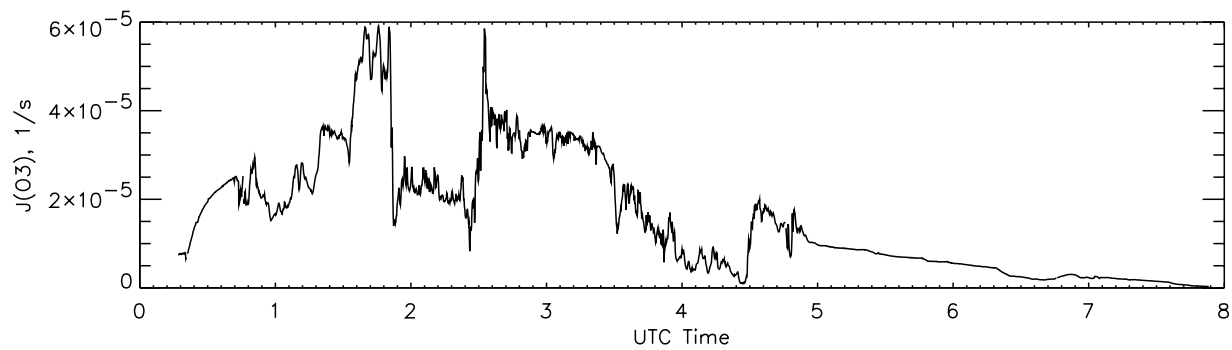
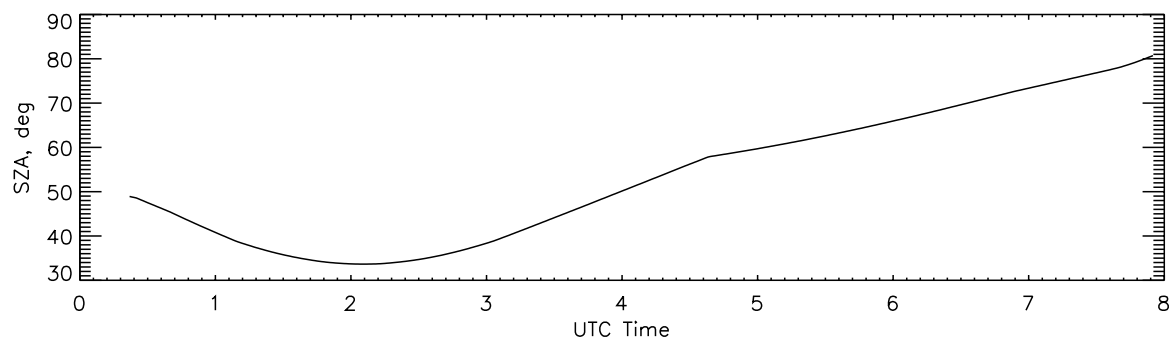
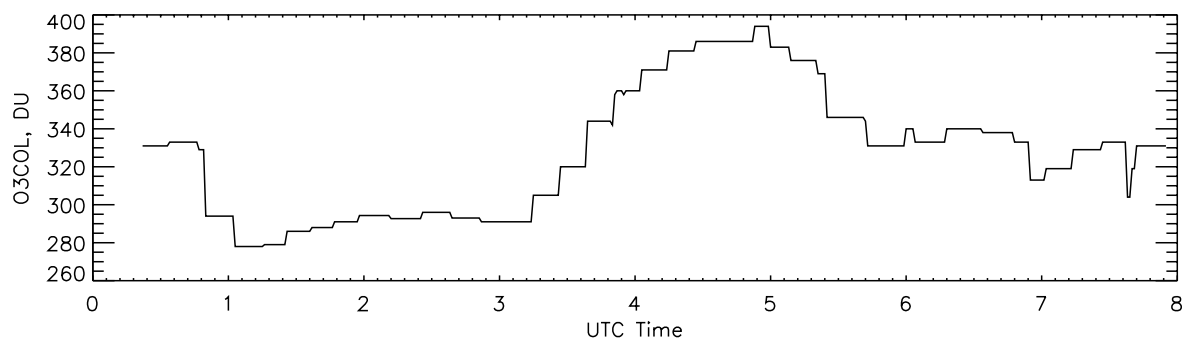


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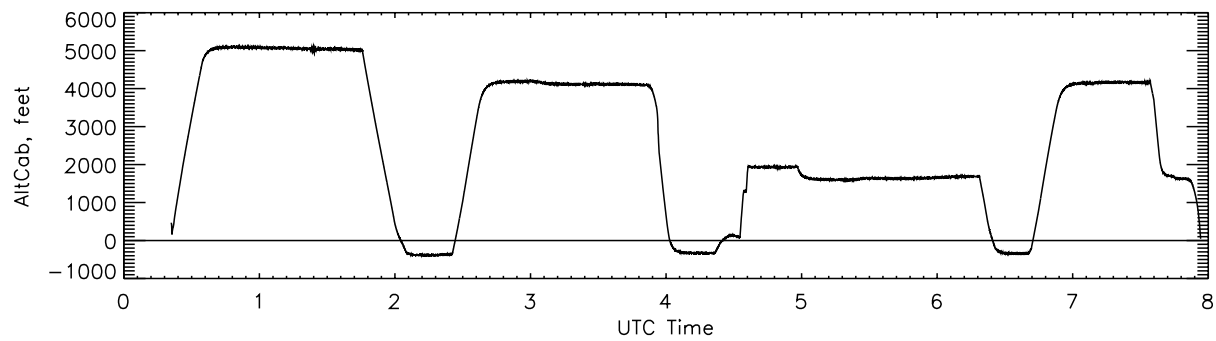
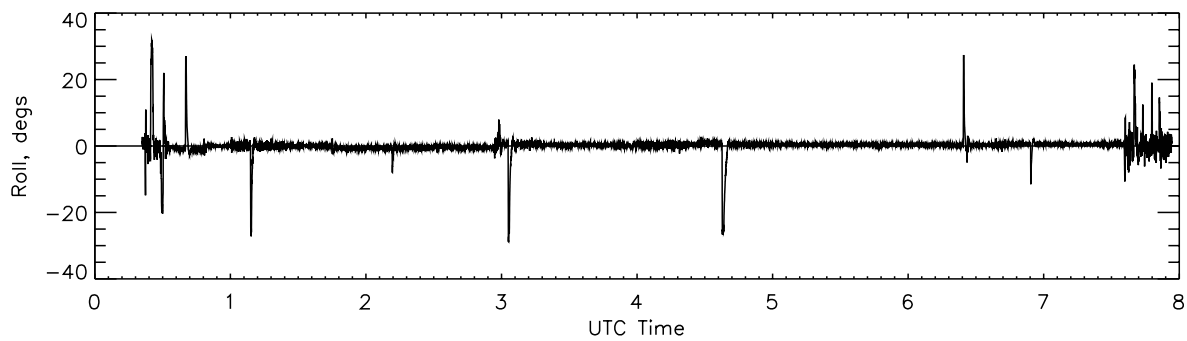
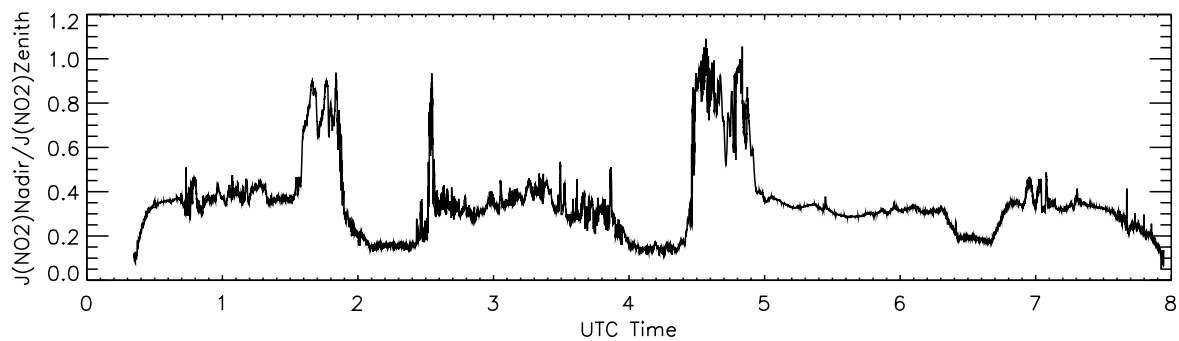
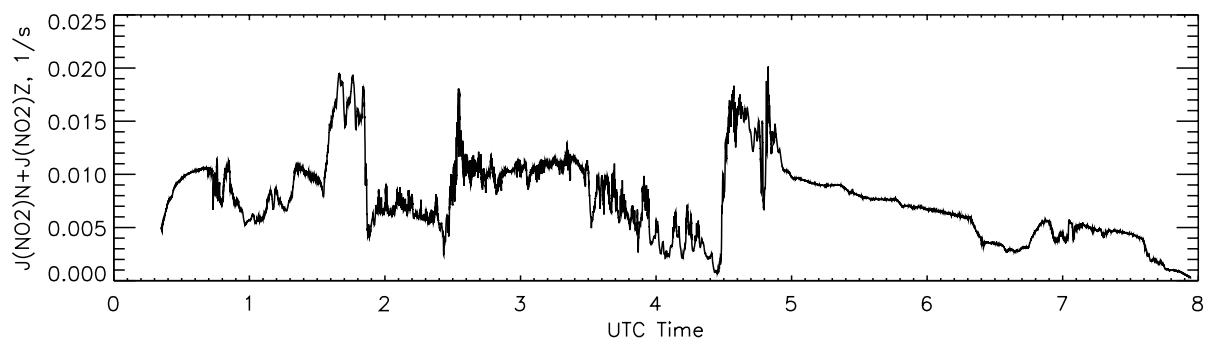


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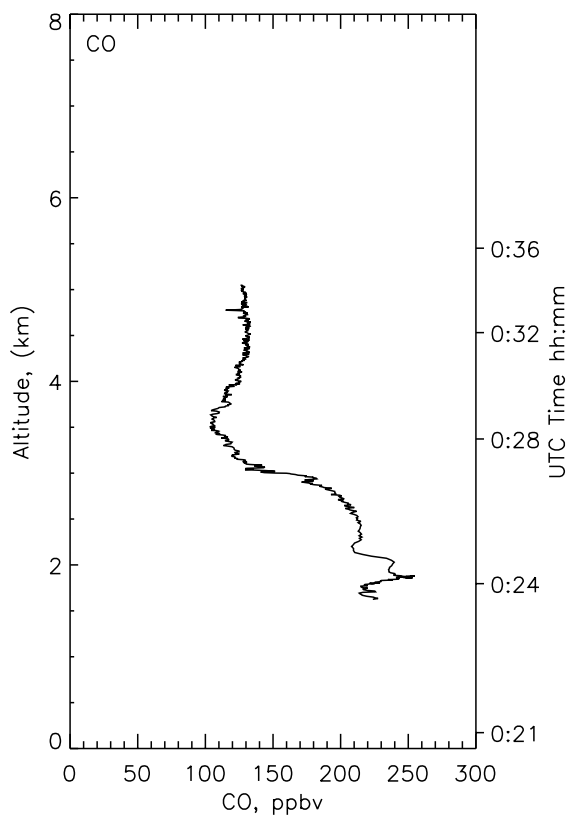
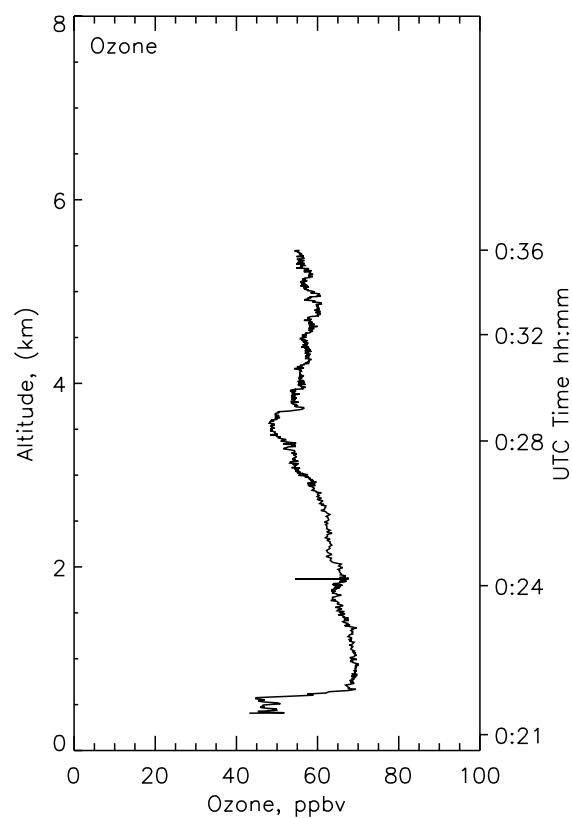
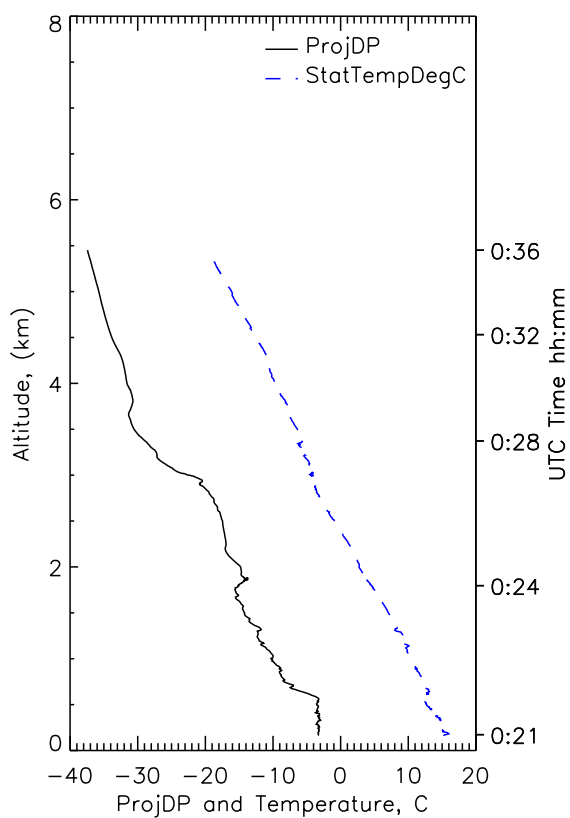
# FINAL DATA: TRACE-P P3-B Flight 15



# FINAL DATA: TRACE-P P3-B Flight 15

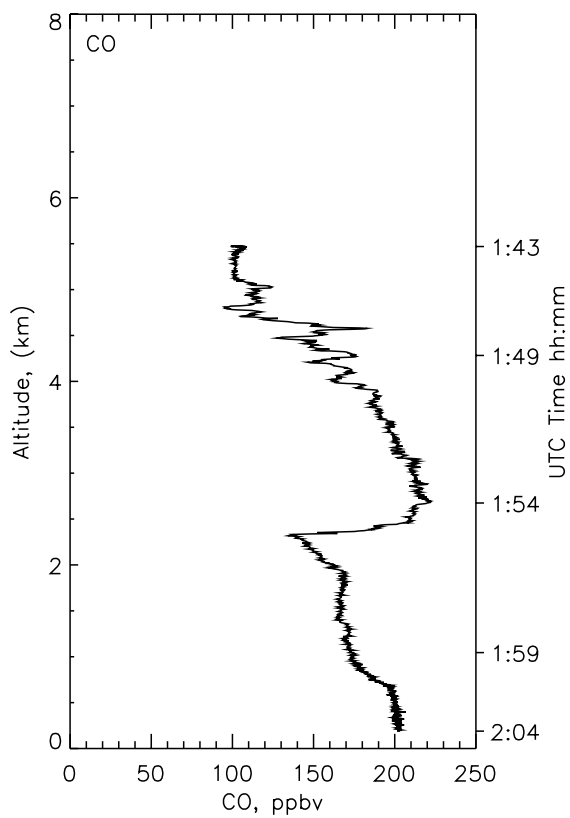
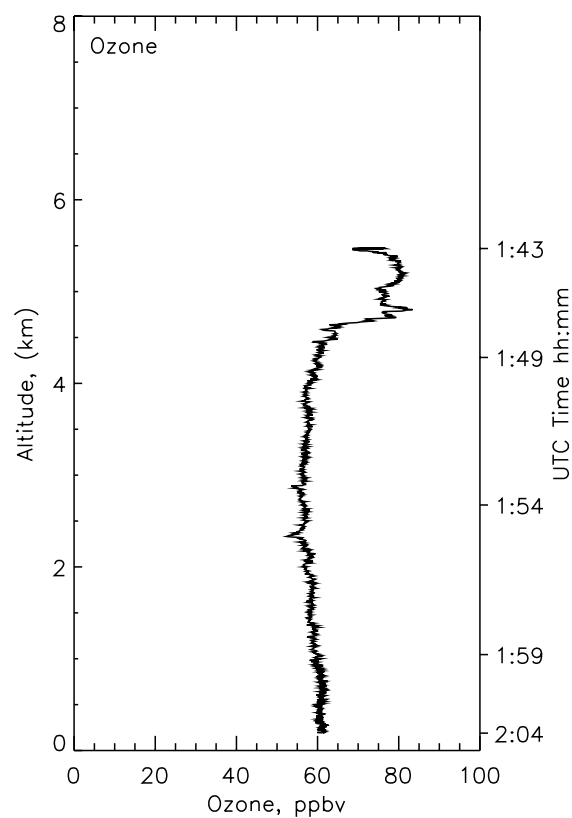
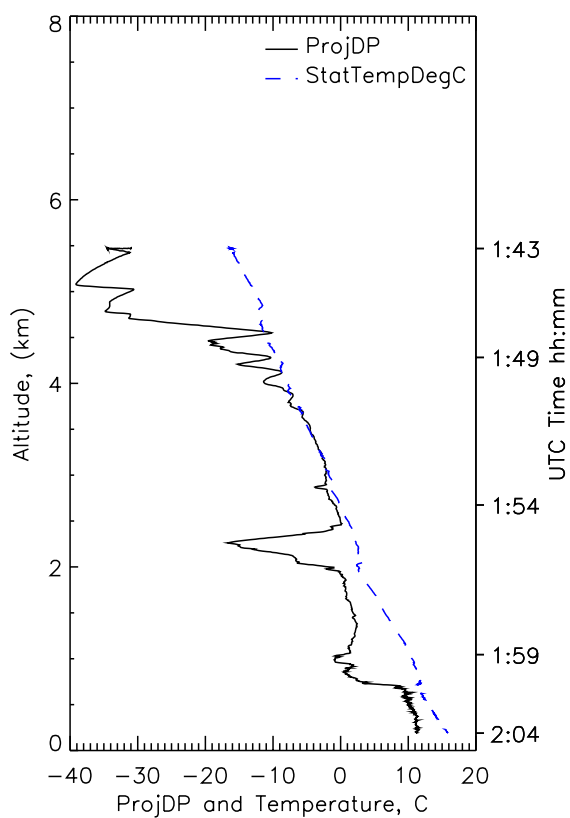


Profile # 1 TRACE-P P3-B Flight 15

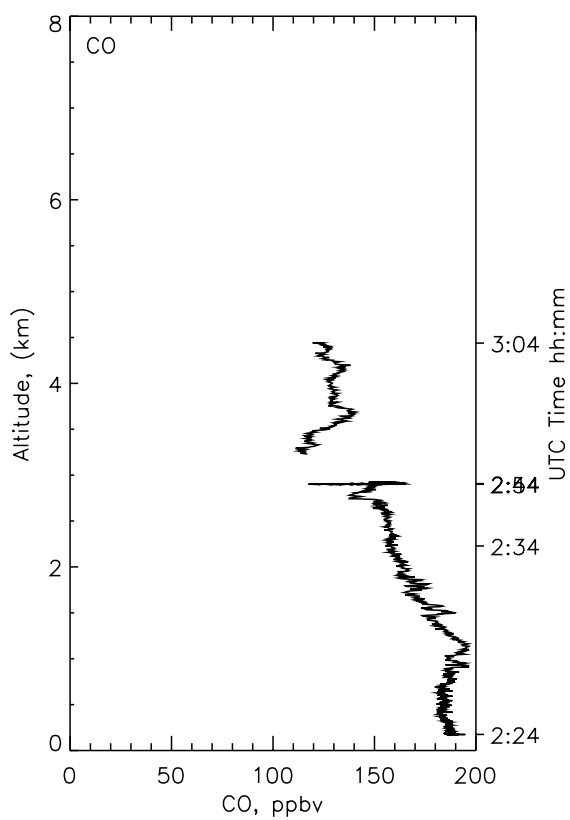
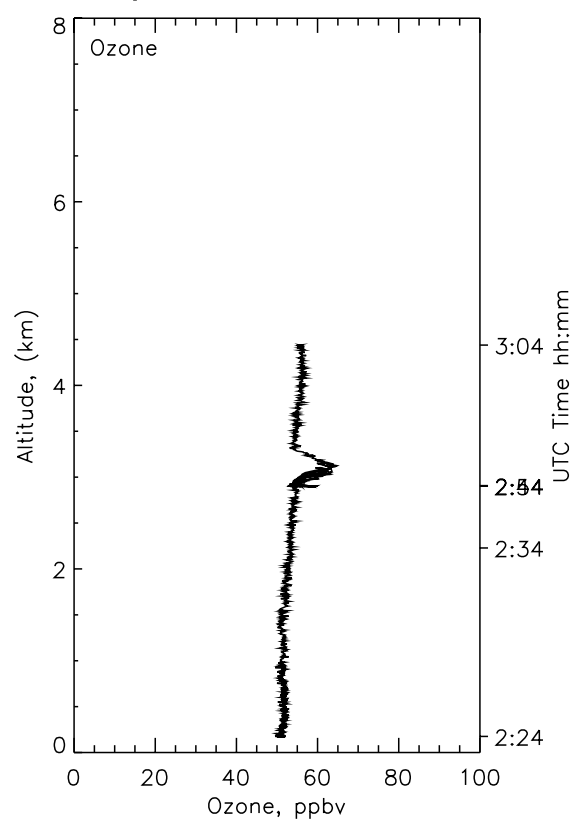
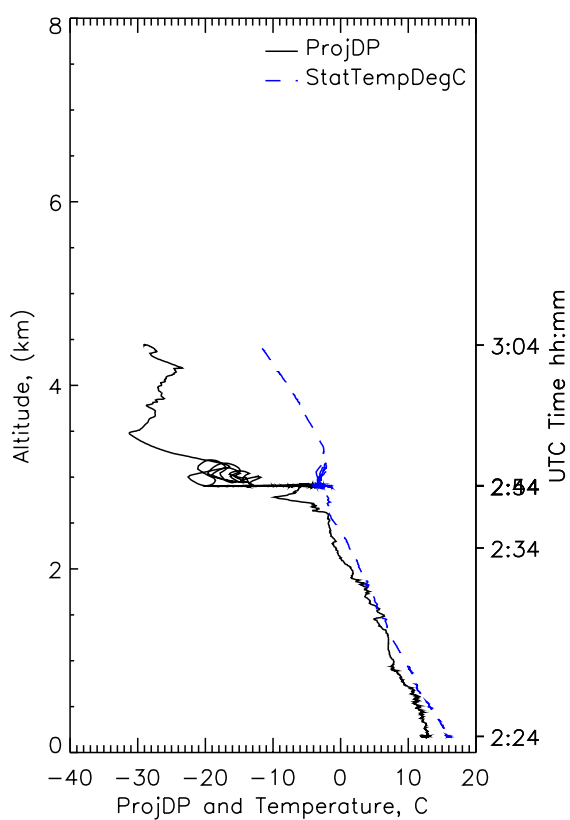




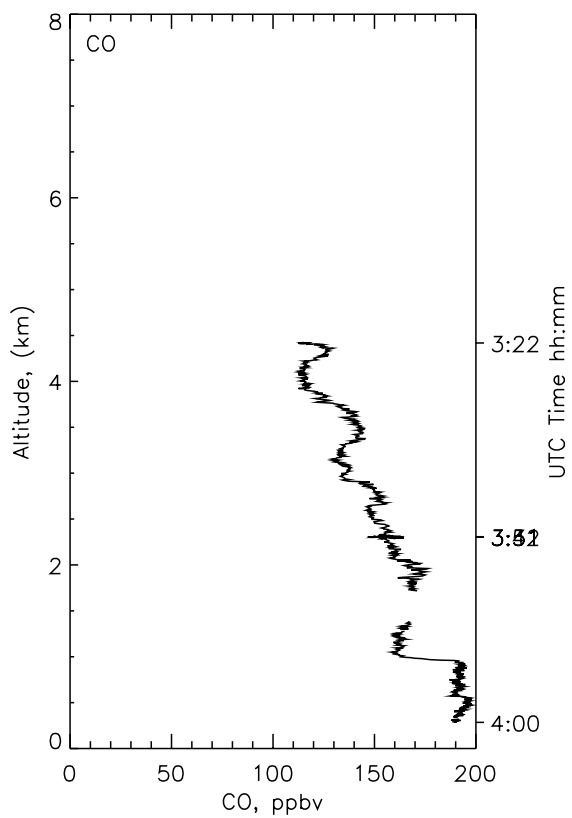
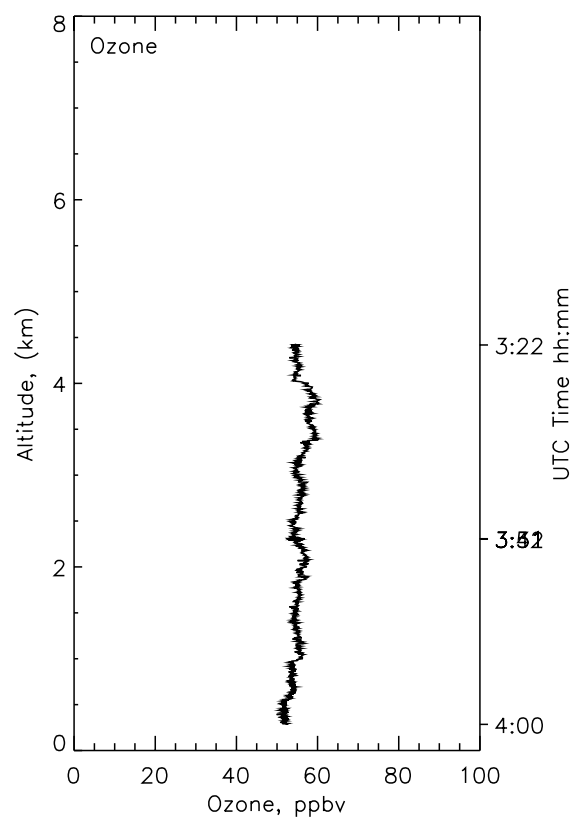
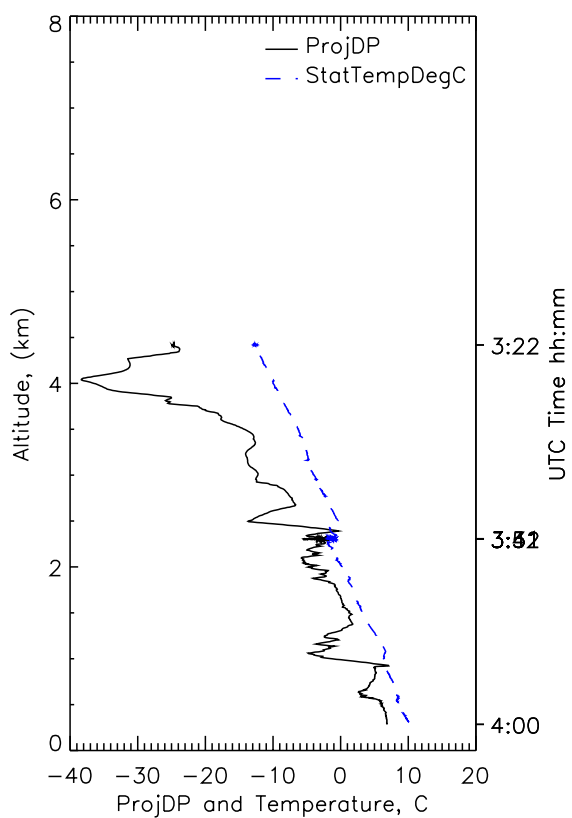
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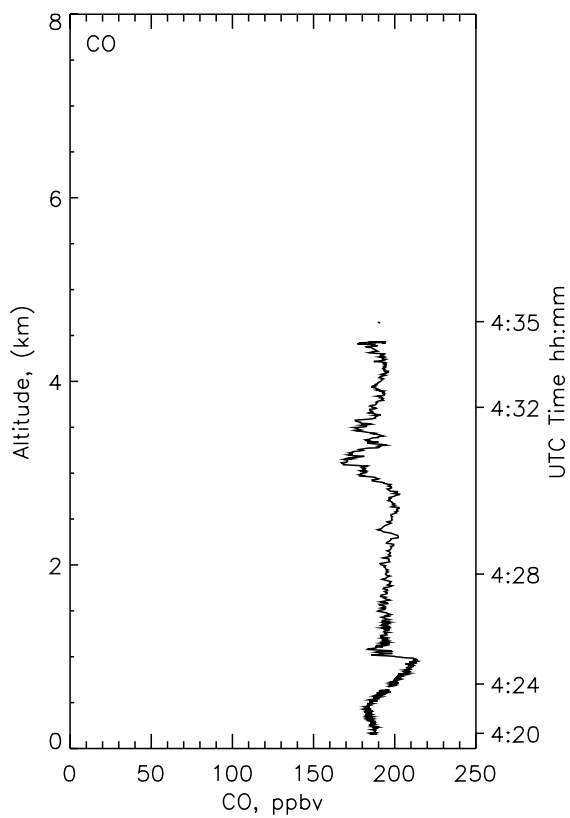
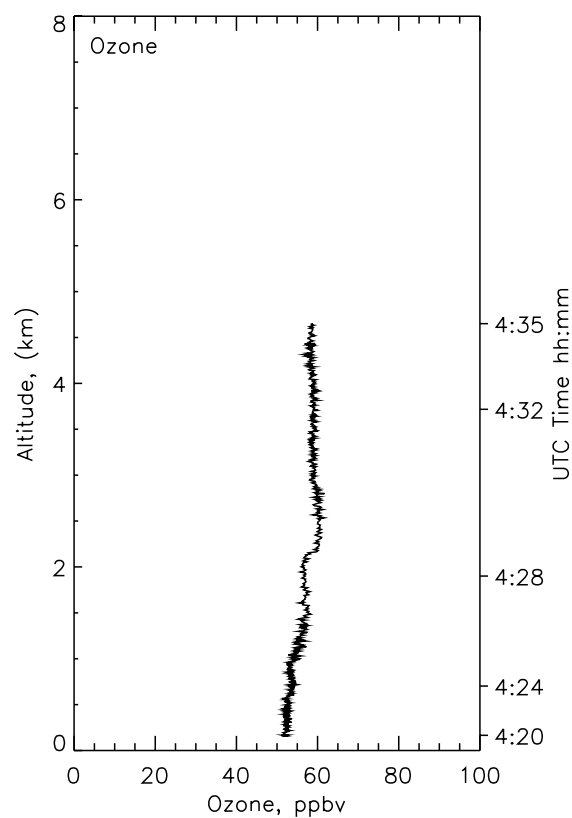
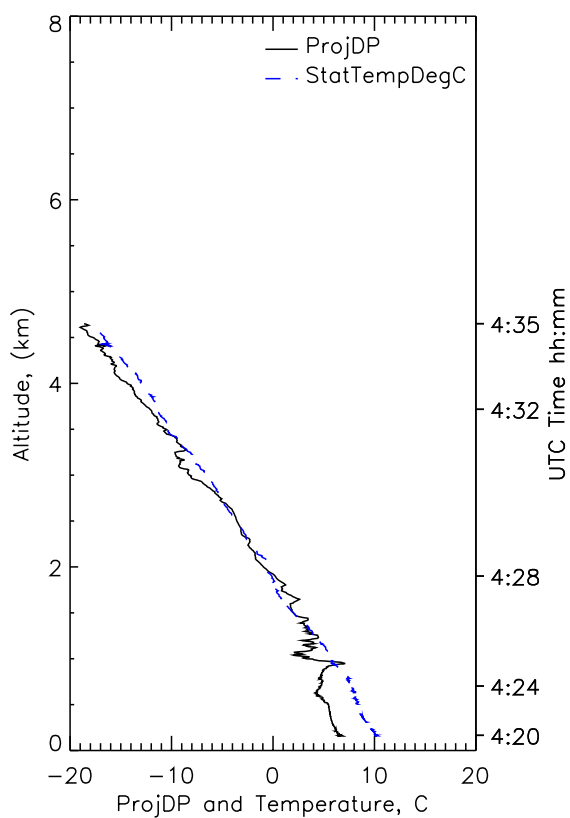
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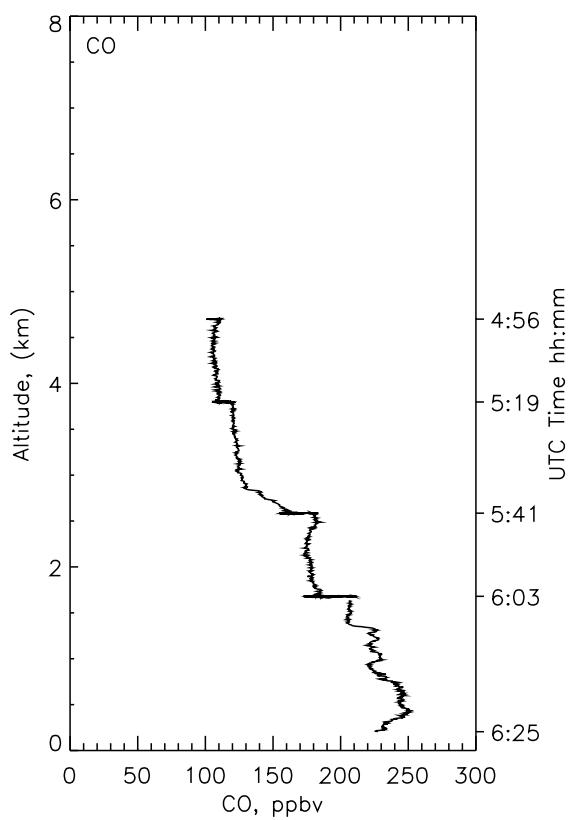
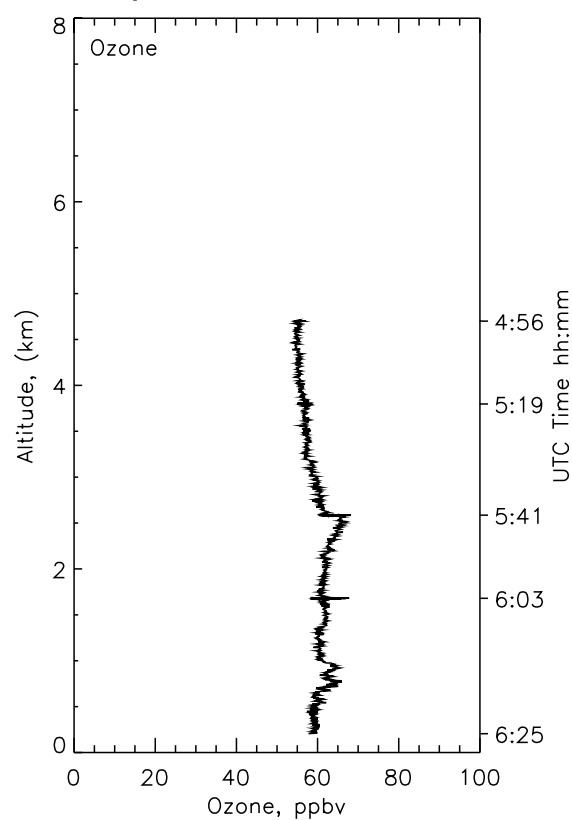
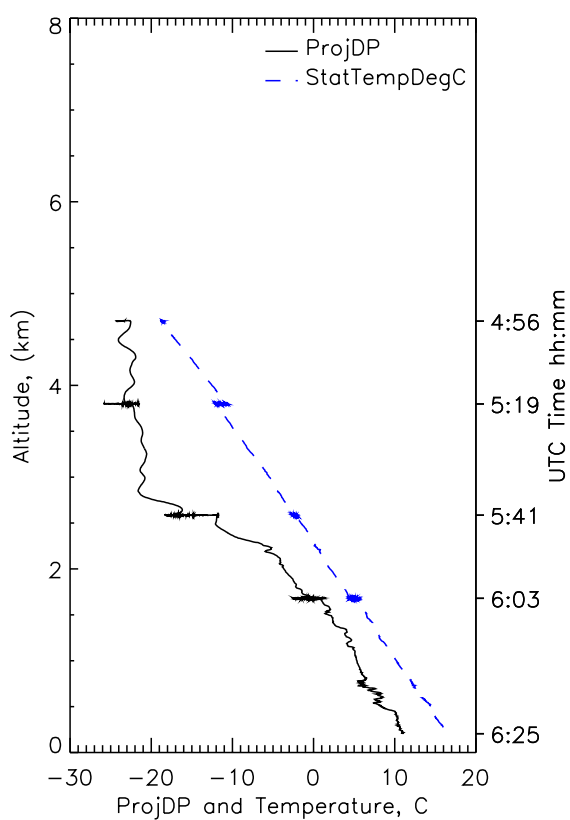
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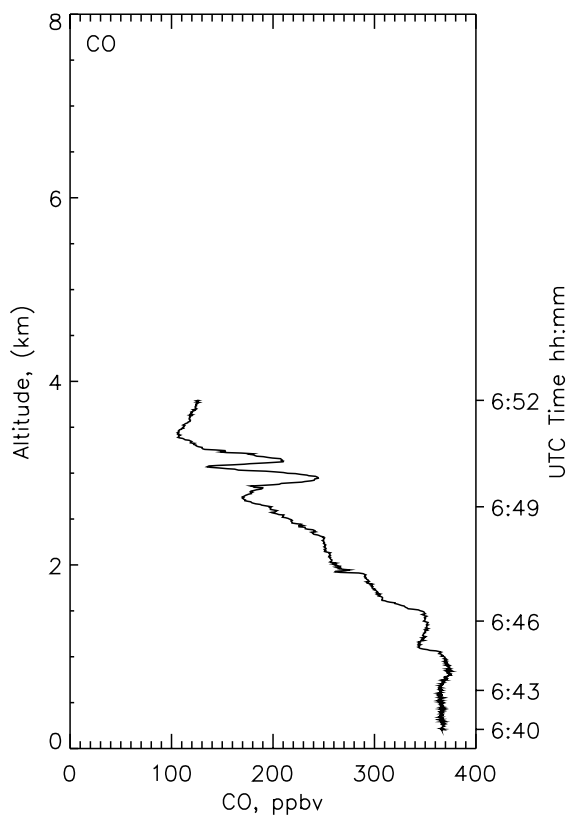
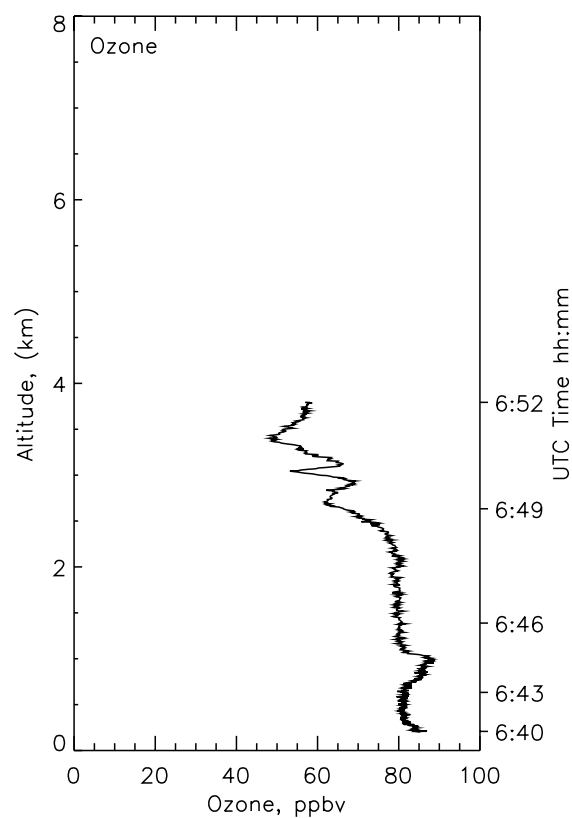
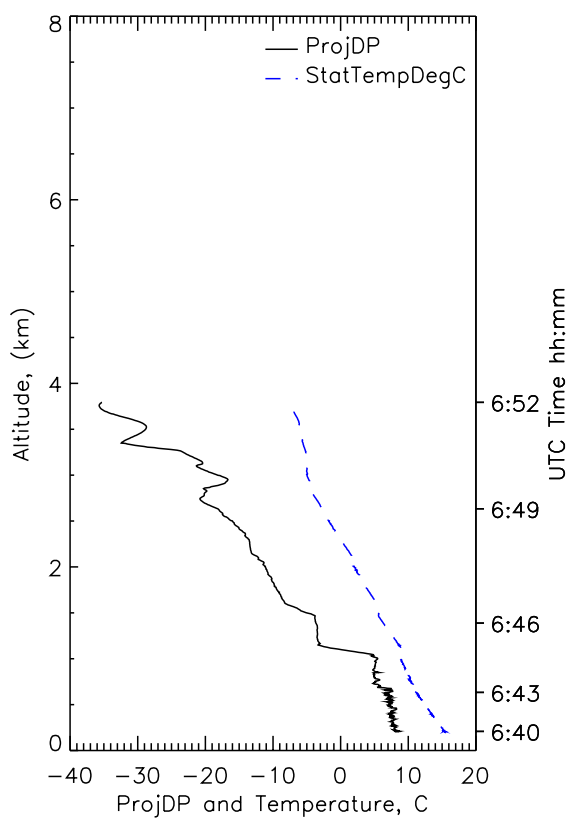
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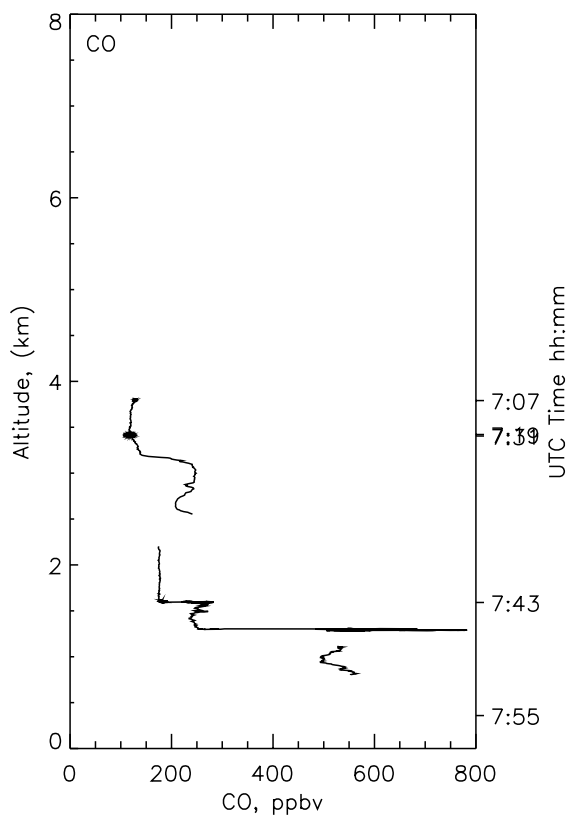
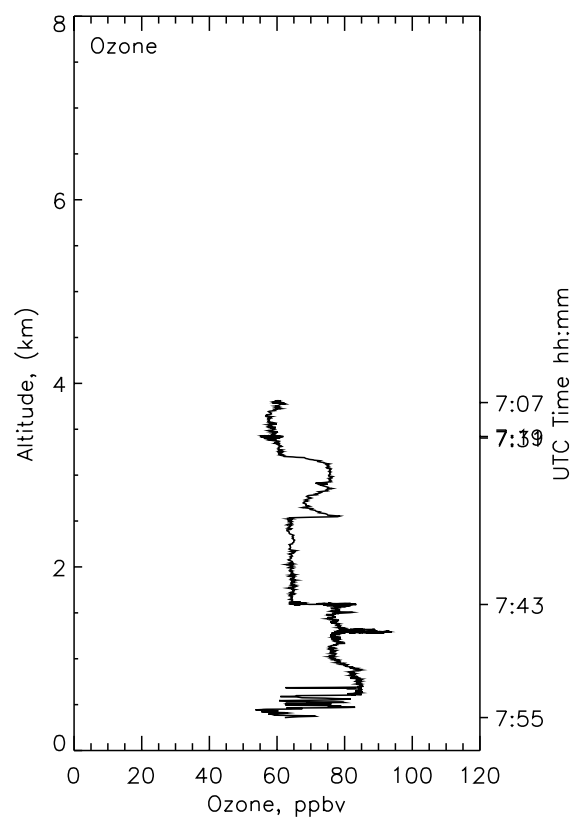
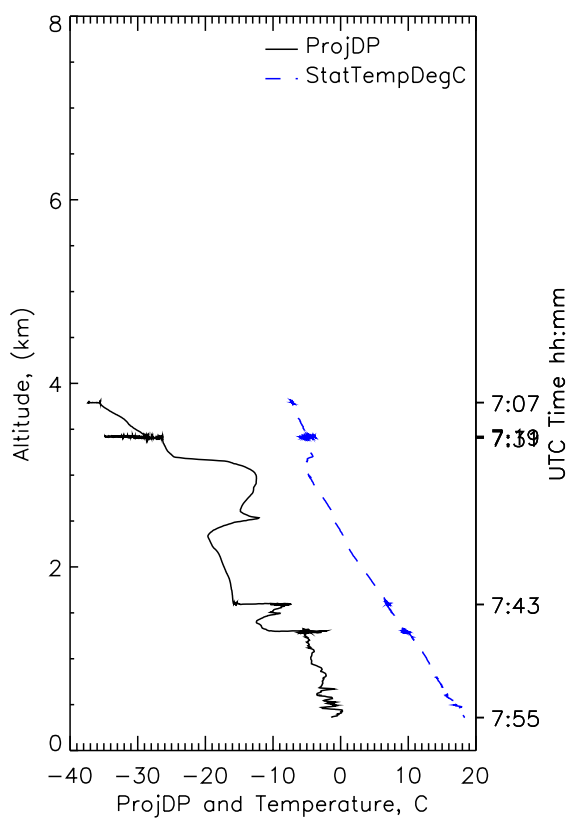
# Profile # 6 TRACE-P P3-B Flight 15



# Profile # 7 TRACE-P P3-B Flight 15



# Profile # 8 TRACE-P P3-B Flight 15



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 16P

Local: Yokota No. 2

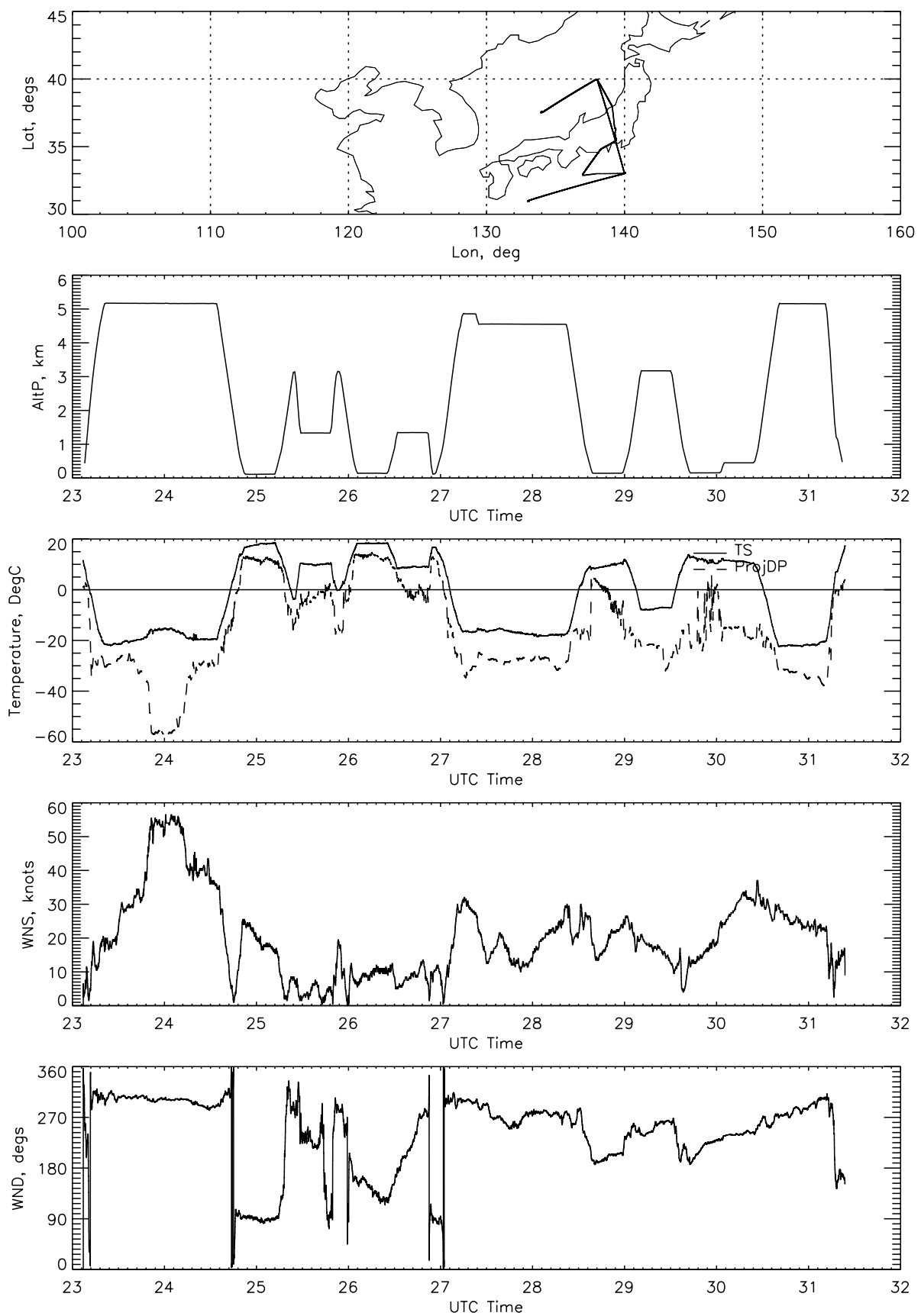
Aircraft Intercomparison;  
Japan North/South

March 23, 2001

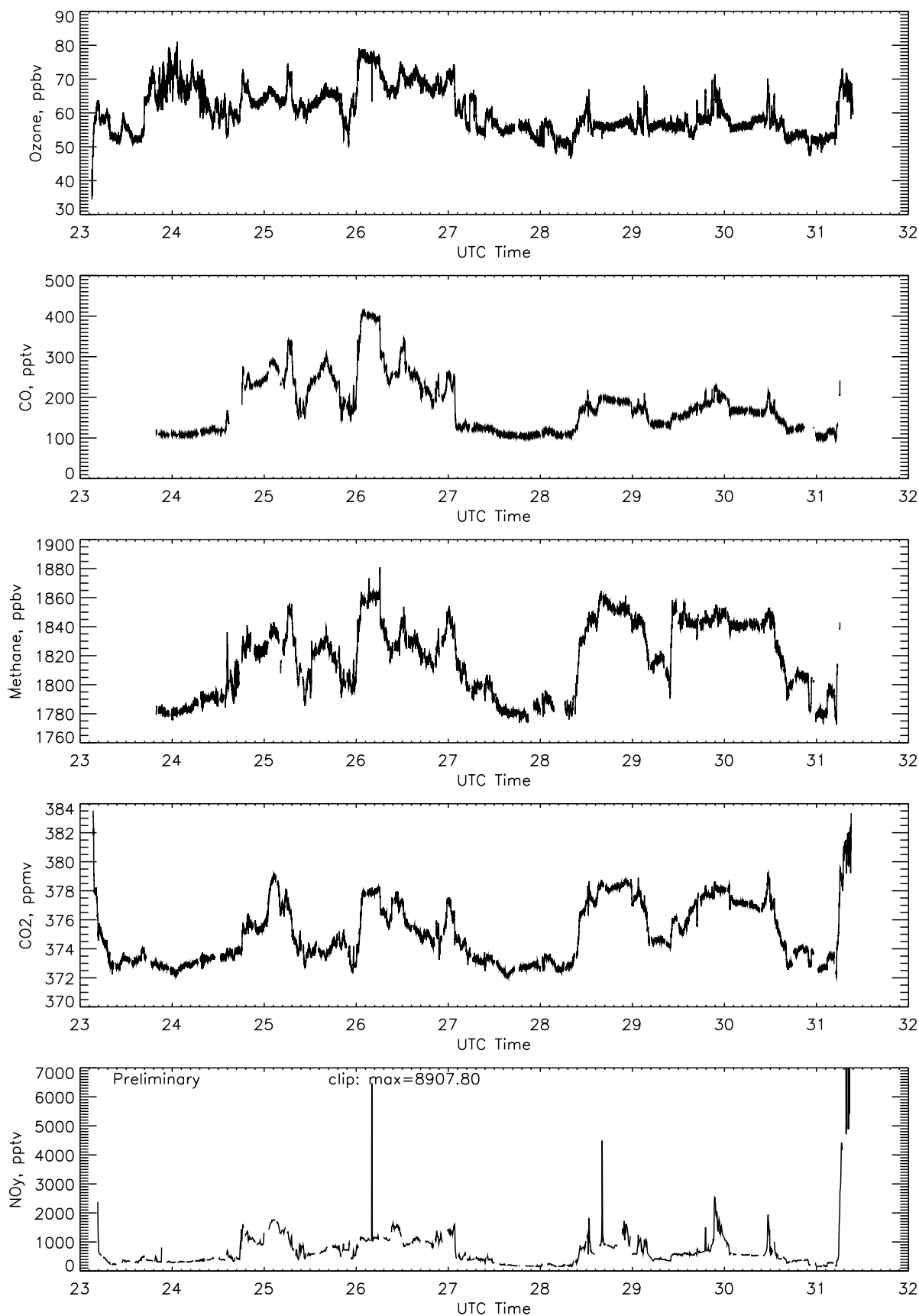




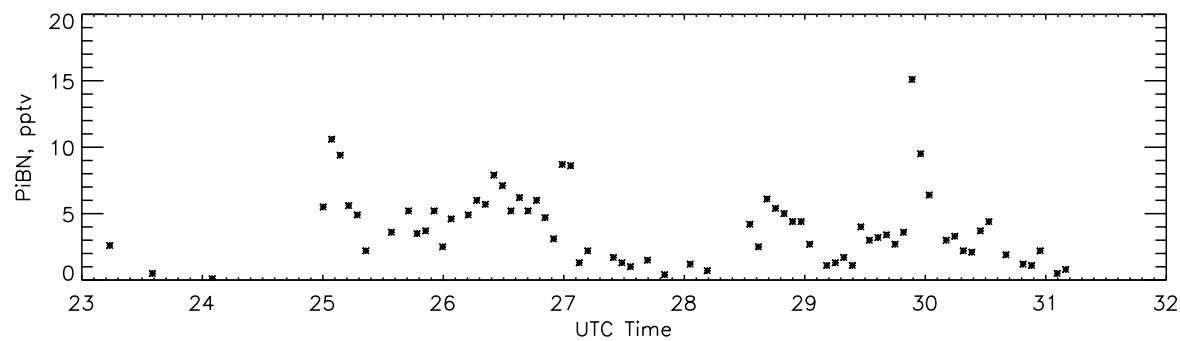
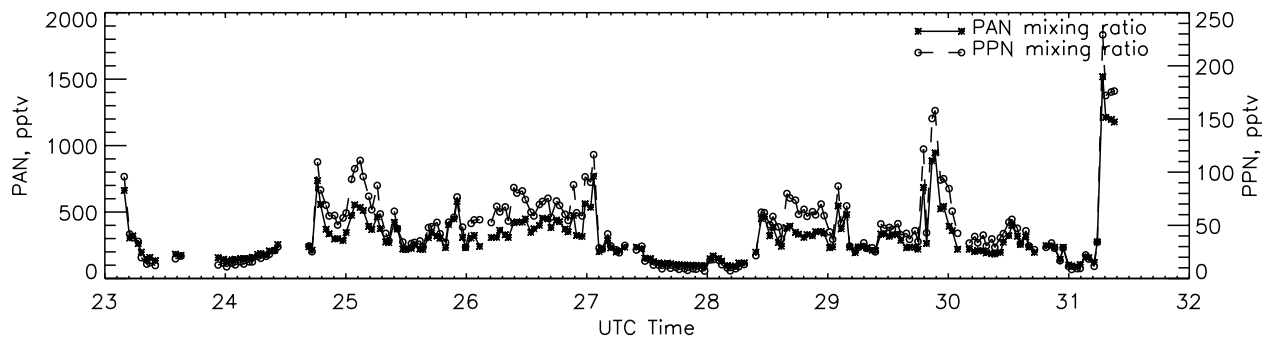
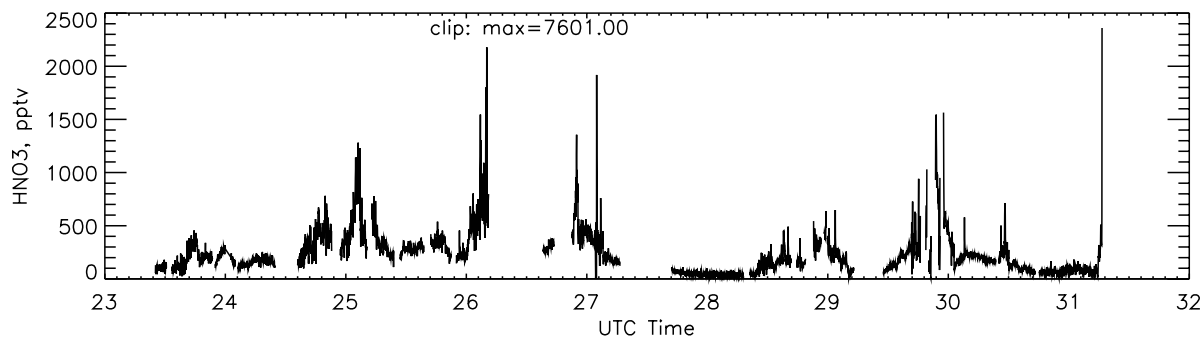
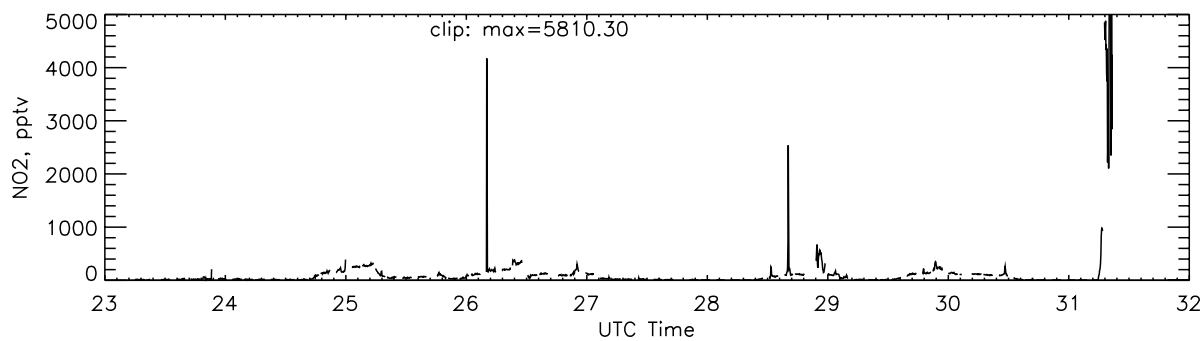
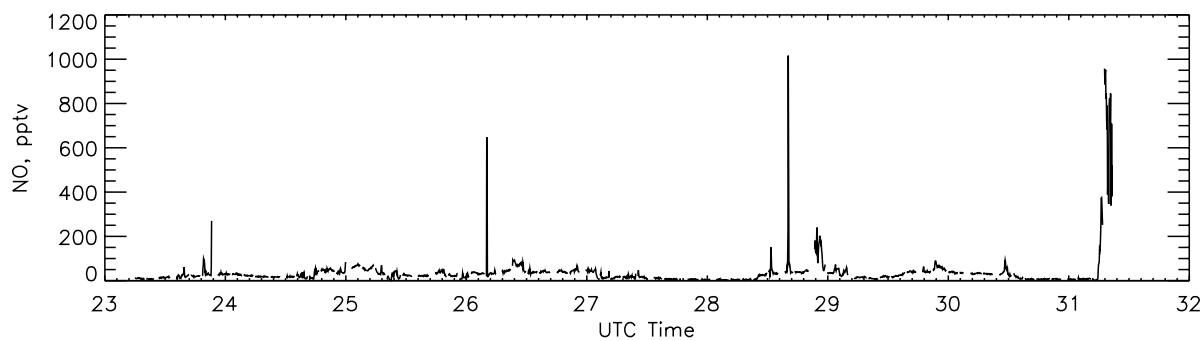
# FINAL DATA: TRACE-P P3-B Flight 16



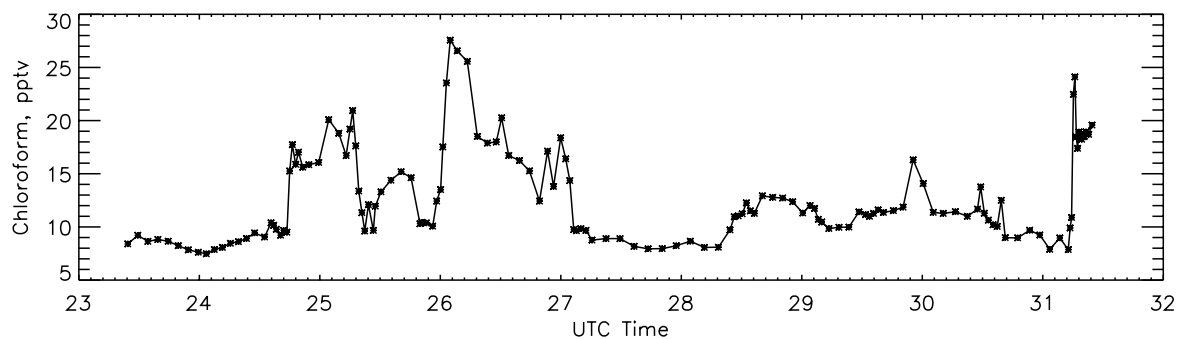
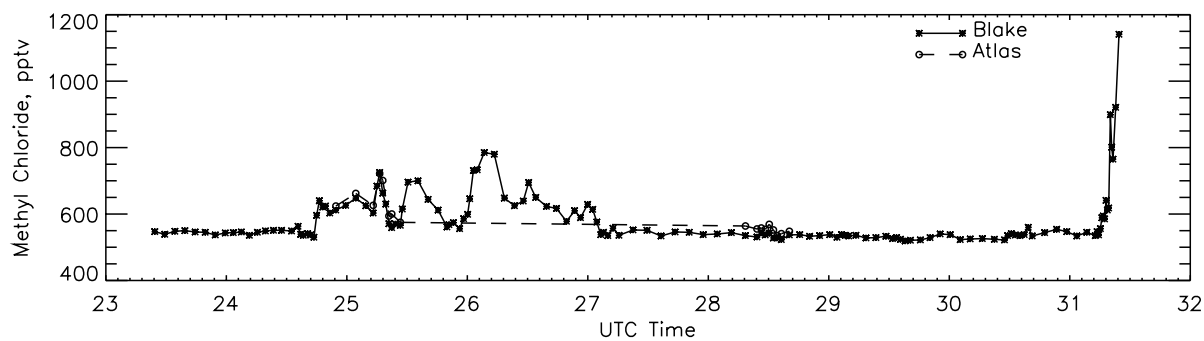
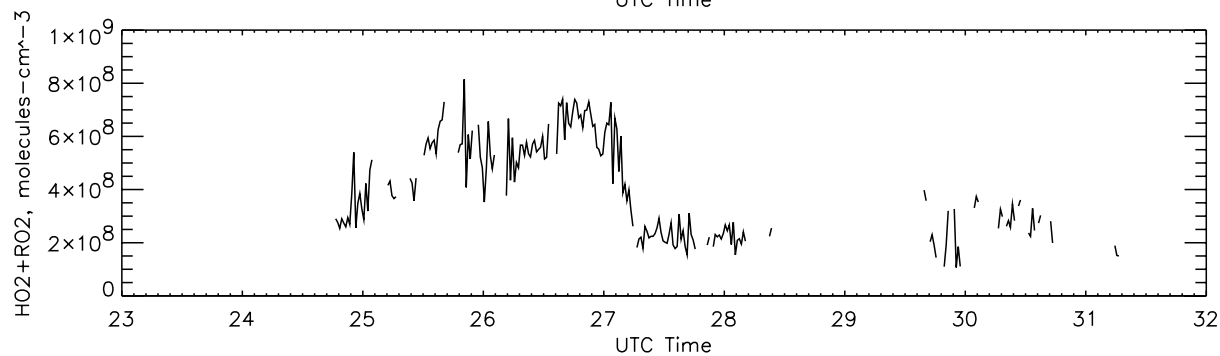
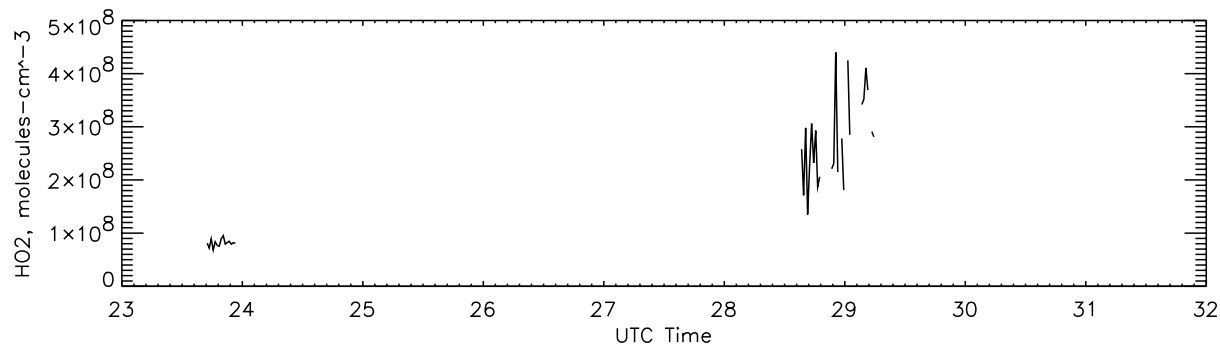
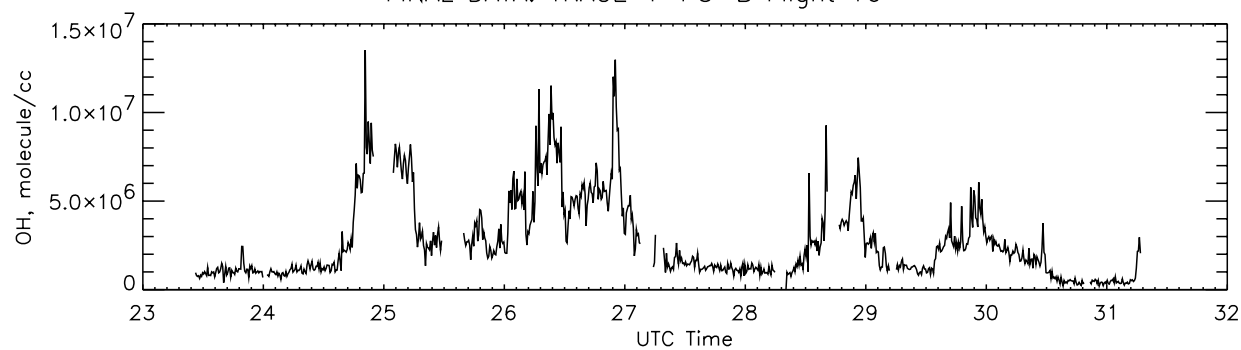
# FINAL DATA: TRACE-P P3-B Flight 16



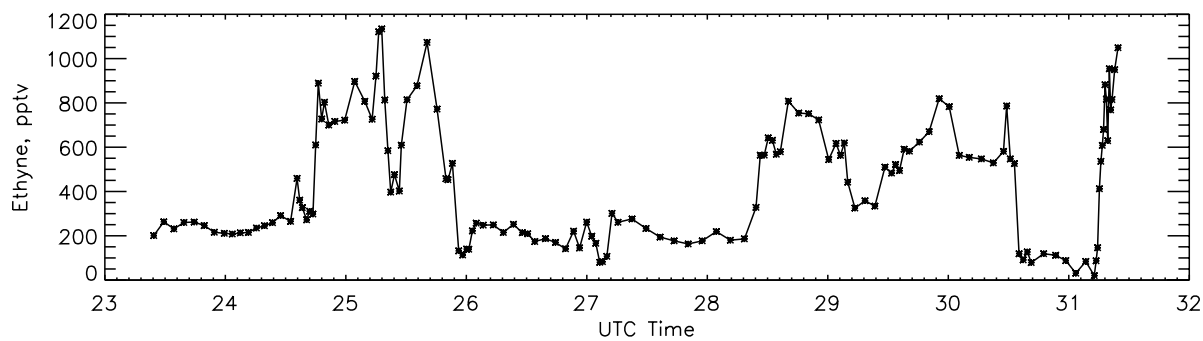
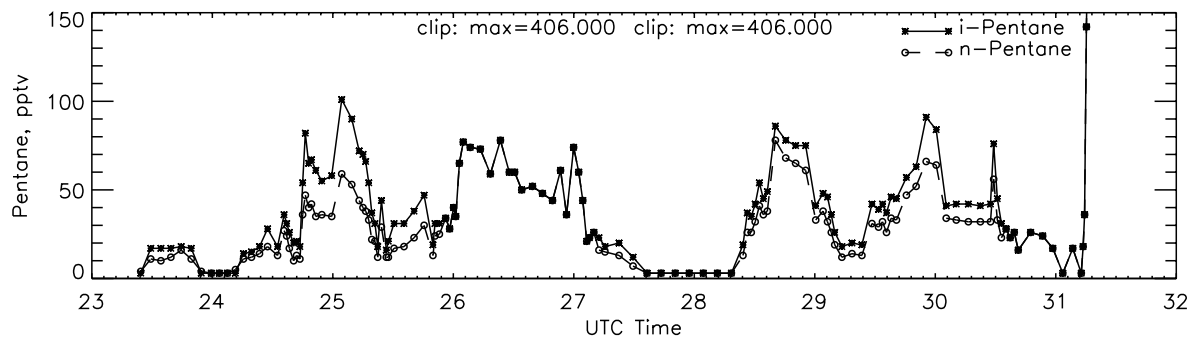
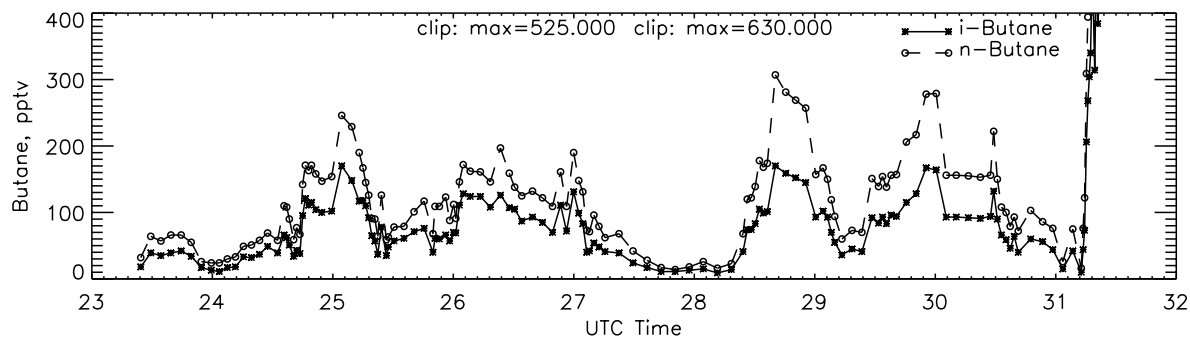
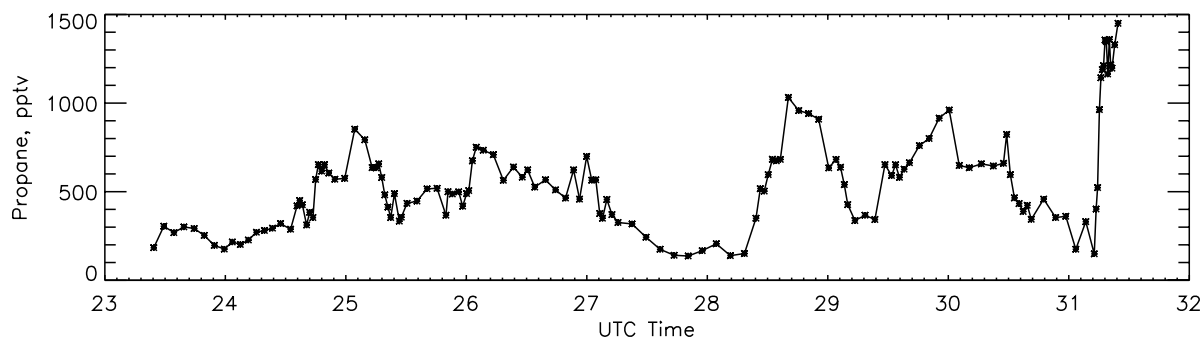
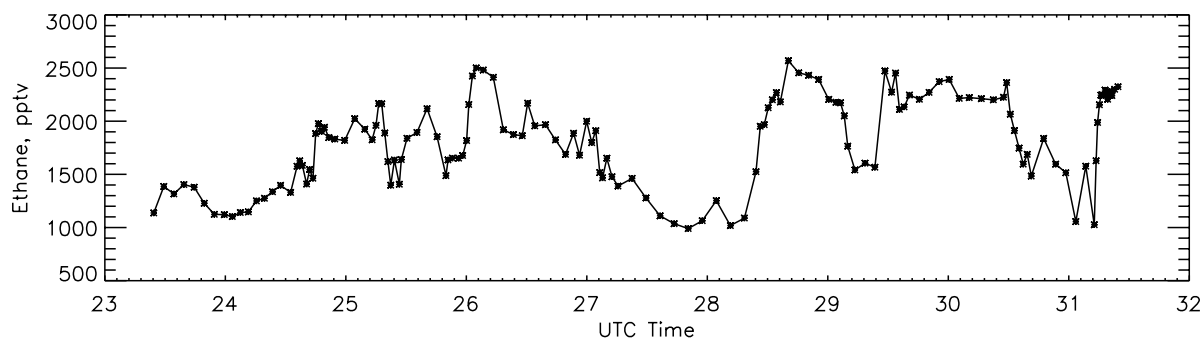
# FINAL DATA: TRACE-P P3-B Flight 16



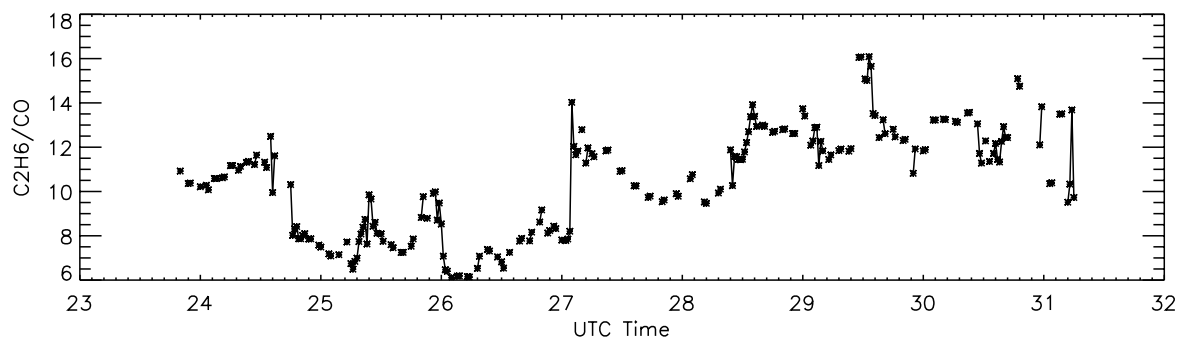
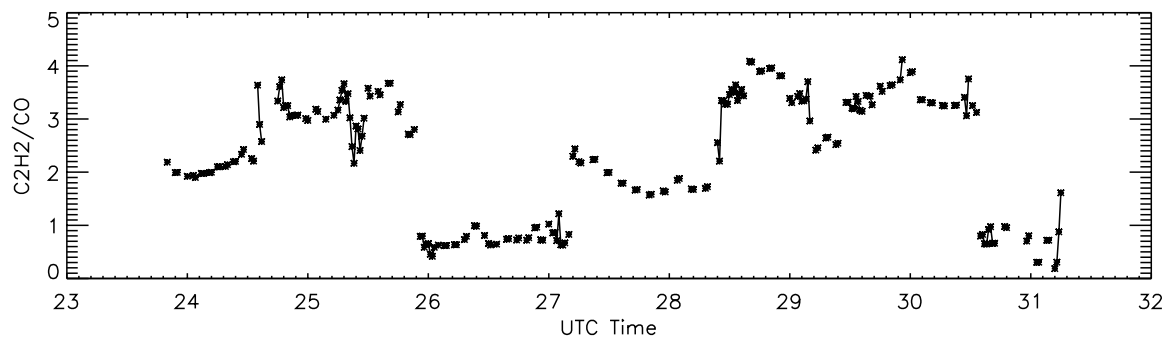
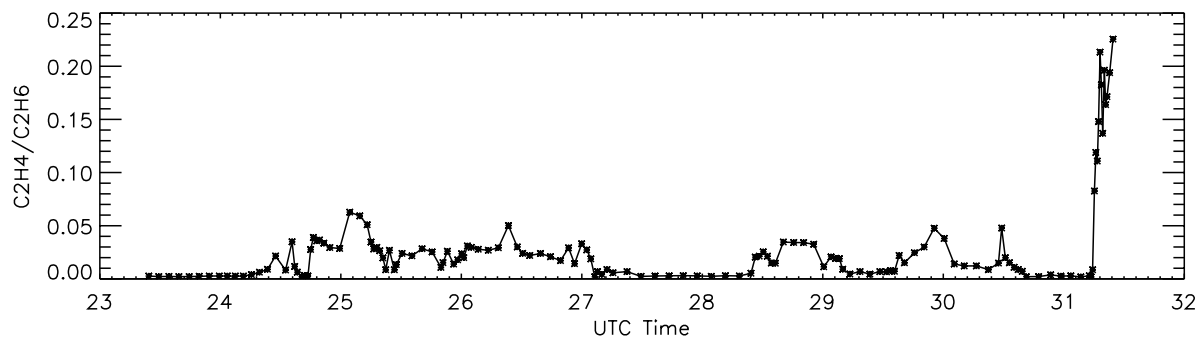
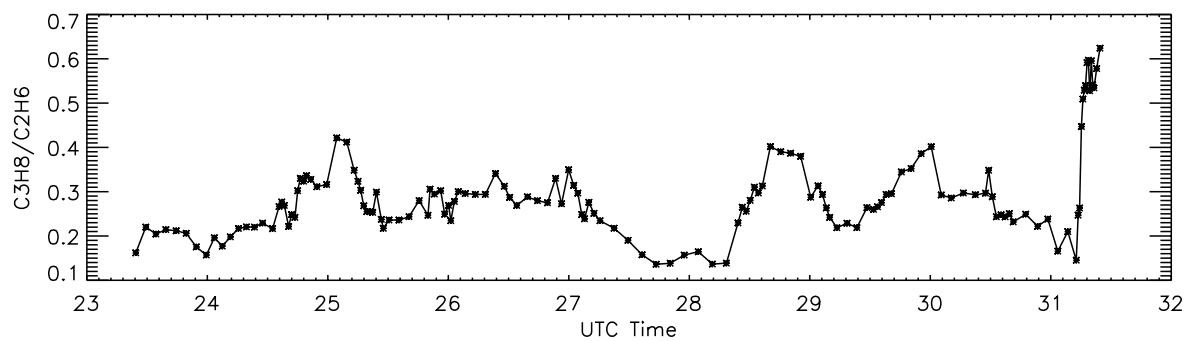
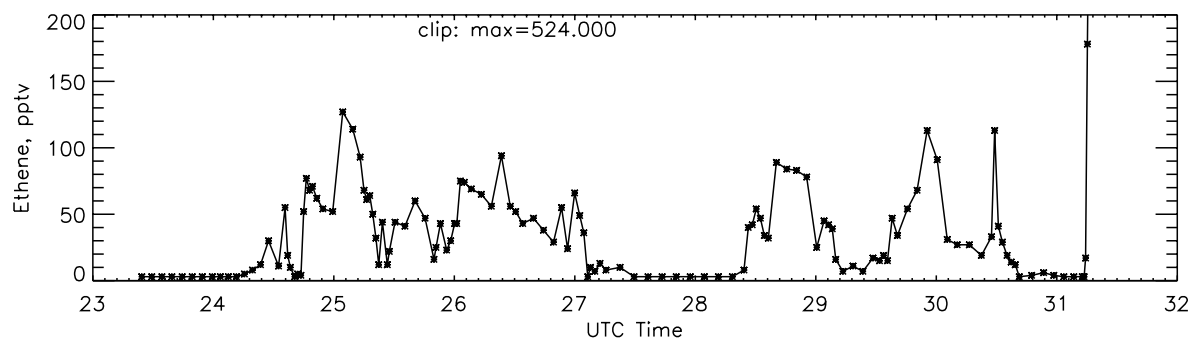
# FINAL DATA: TRACE-P P3-B Flight 16



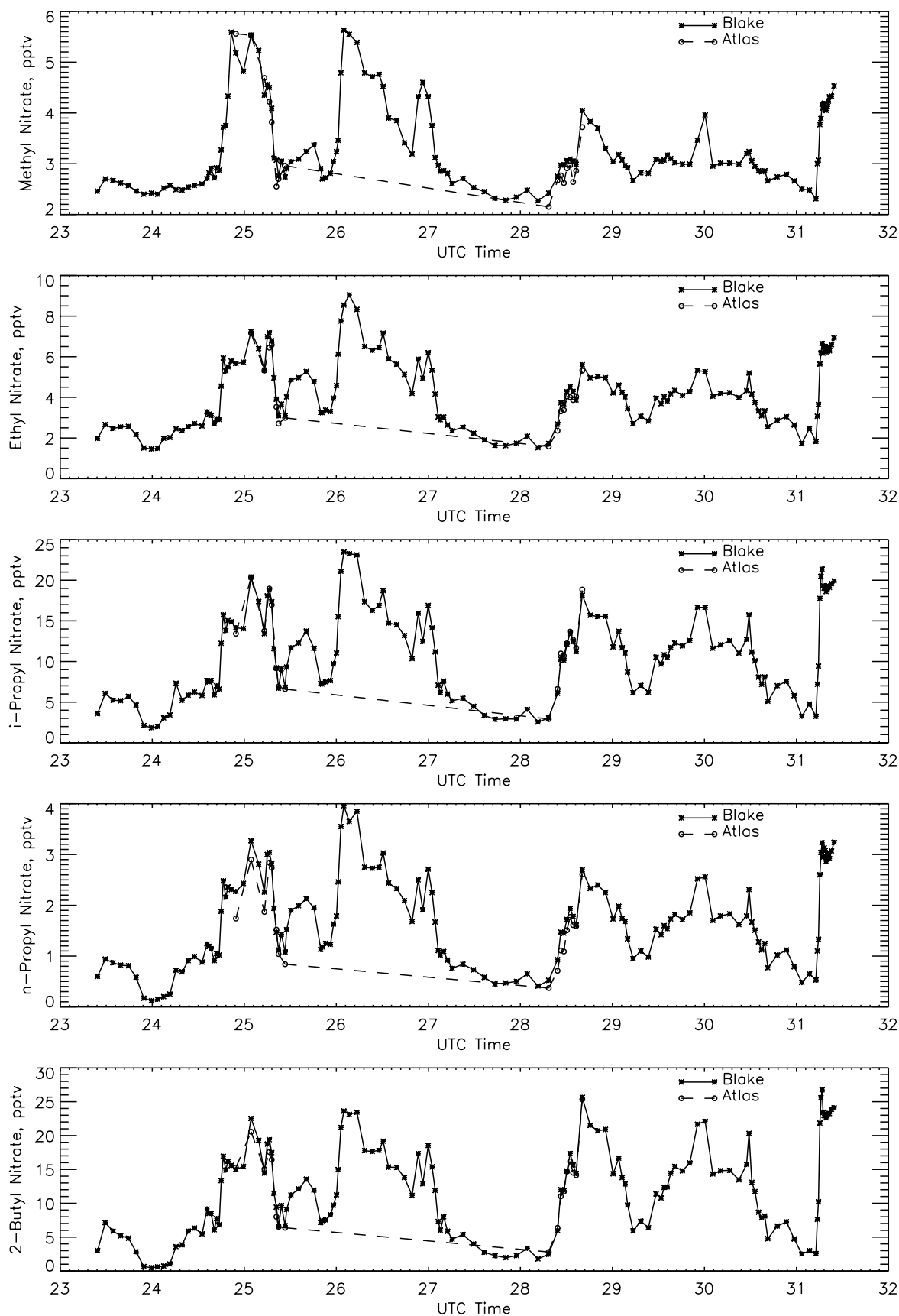
# FINAL DATA: TRACE-P P3-B Flight 16



# FINAL DATA: TRACE-P P3-B Flight 16

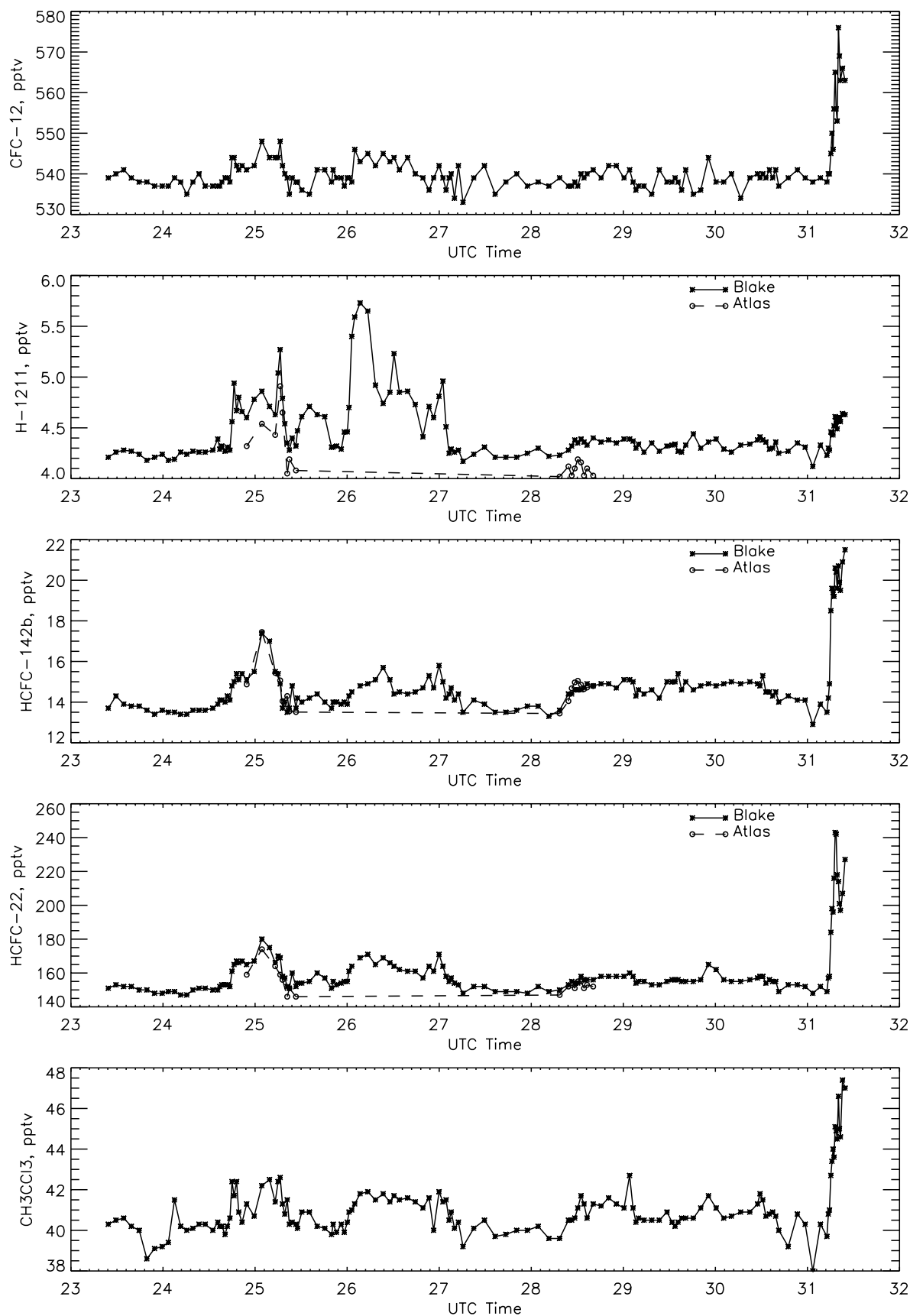


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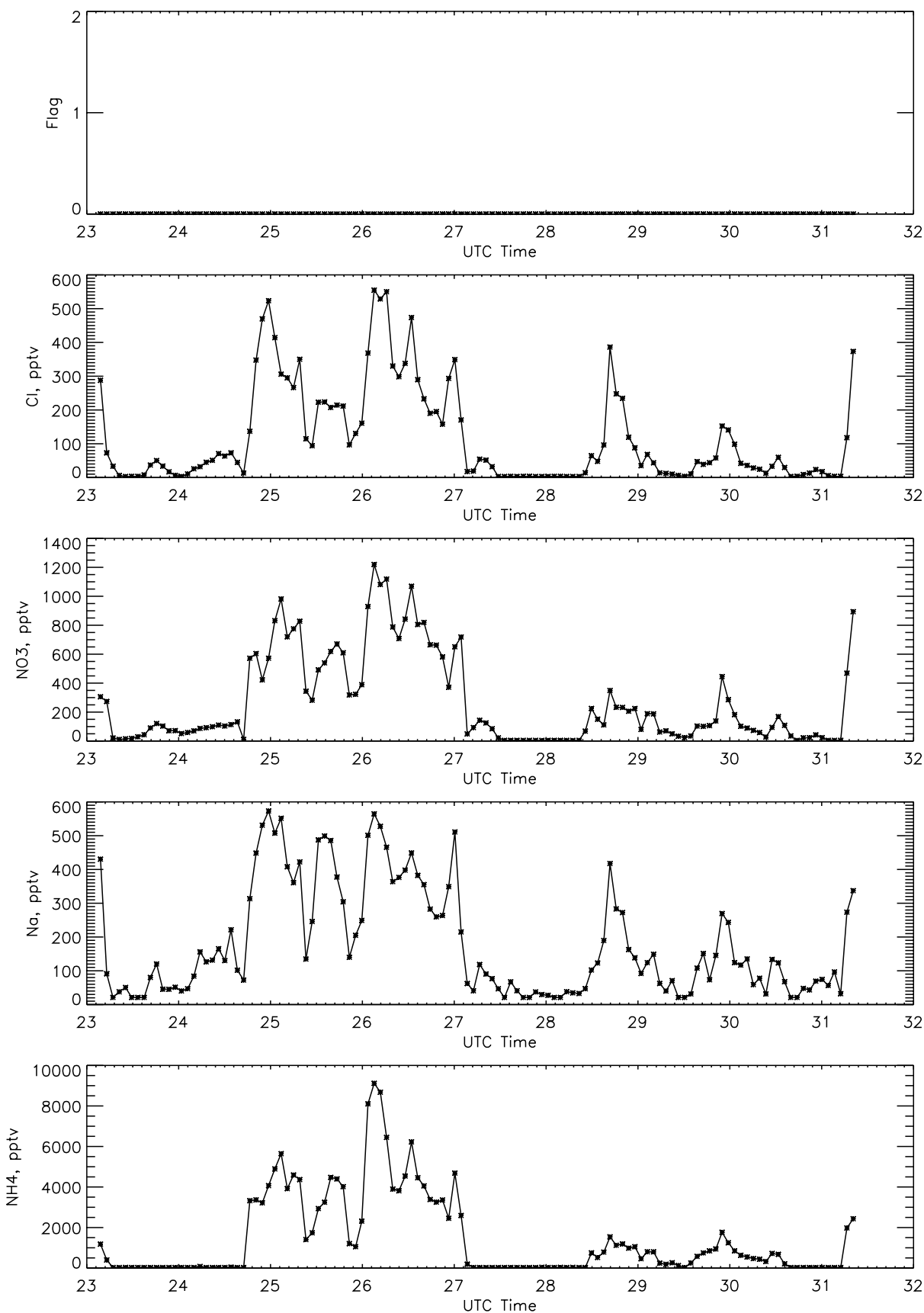




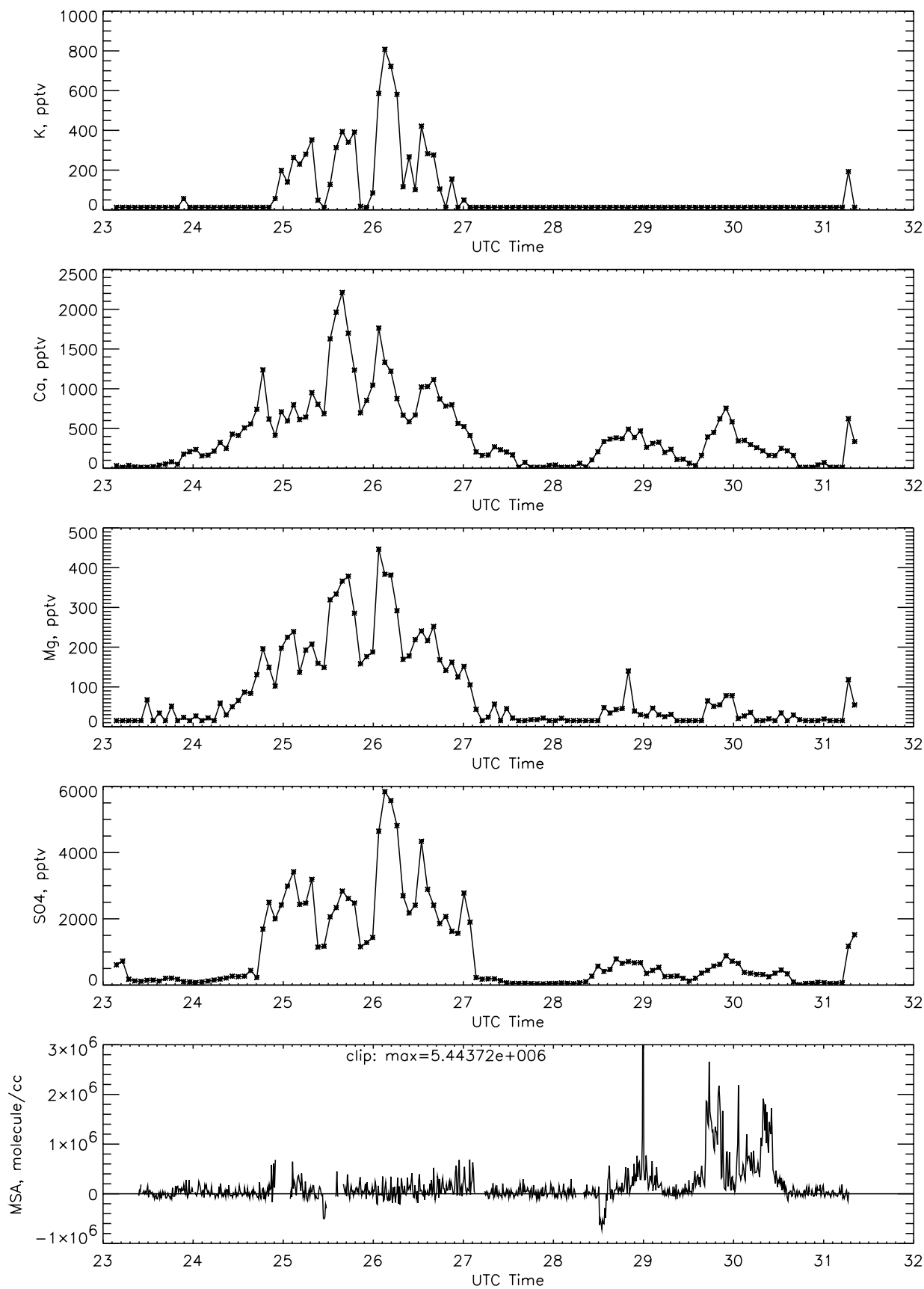
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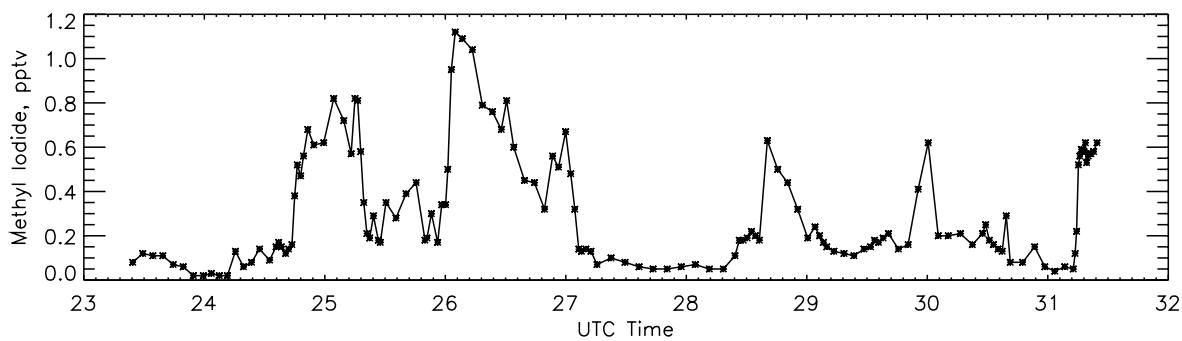
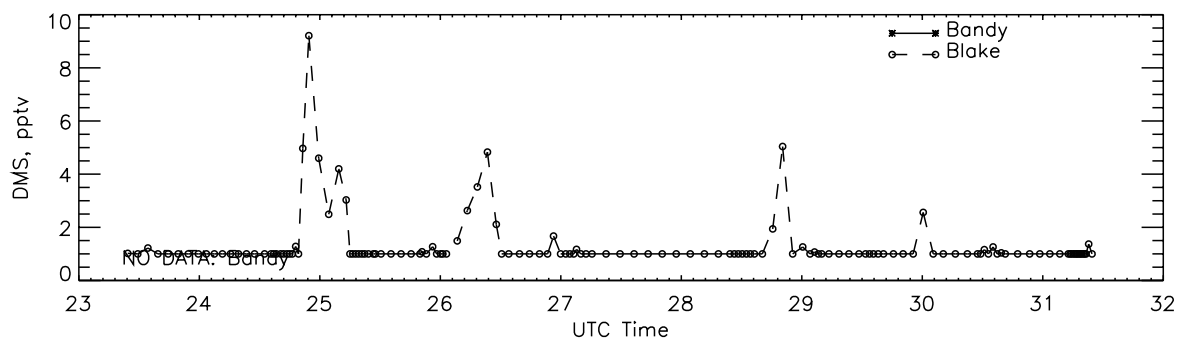
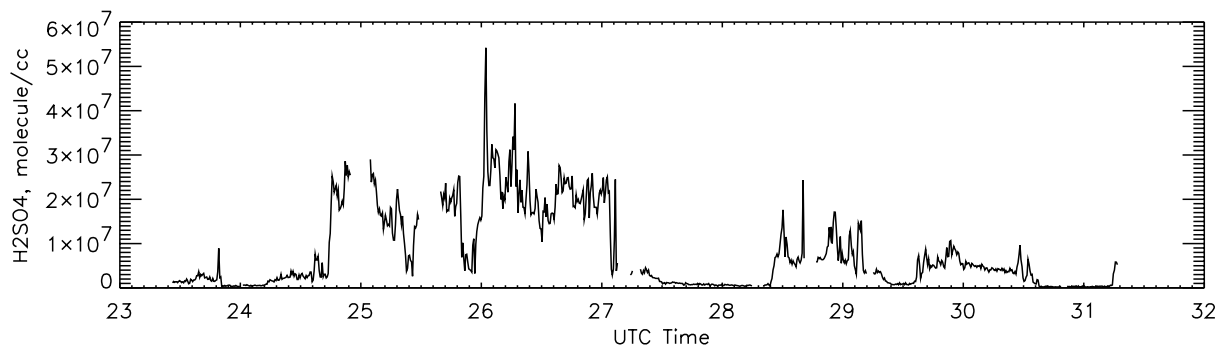
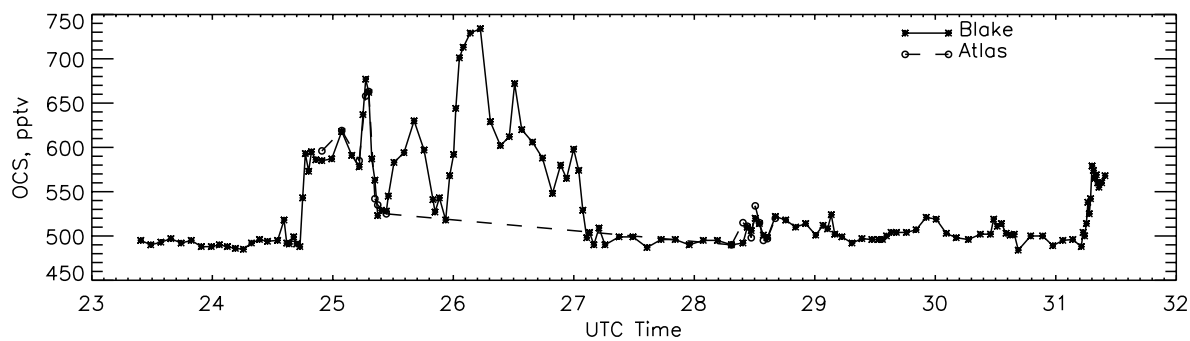
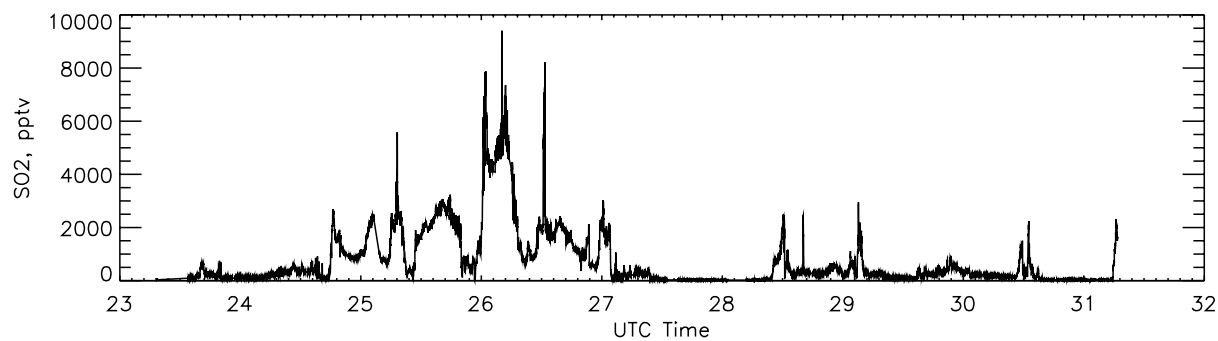
# FINAL DATA: TRACE-P P3-B Flight 16



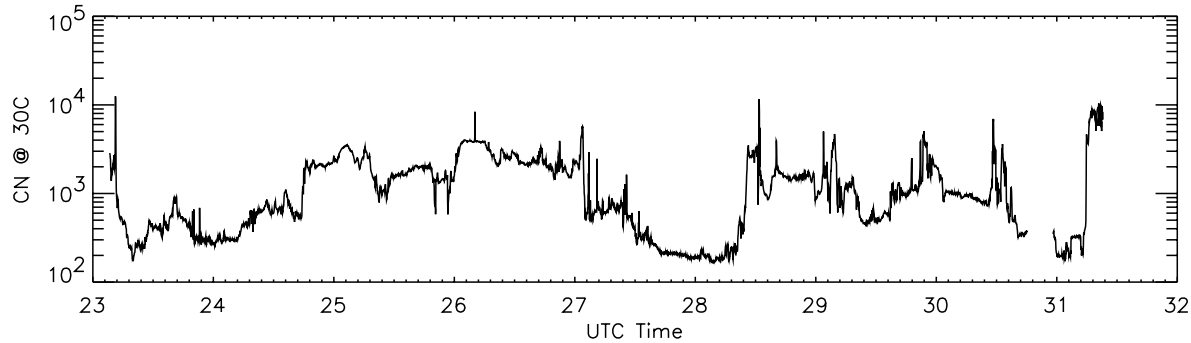
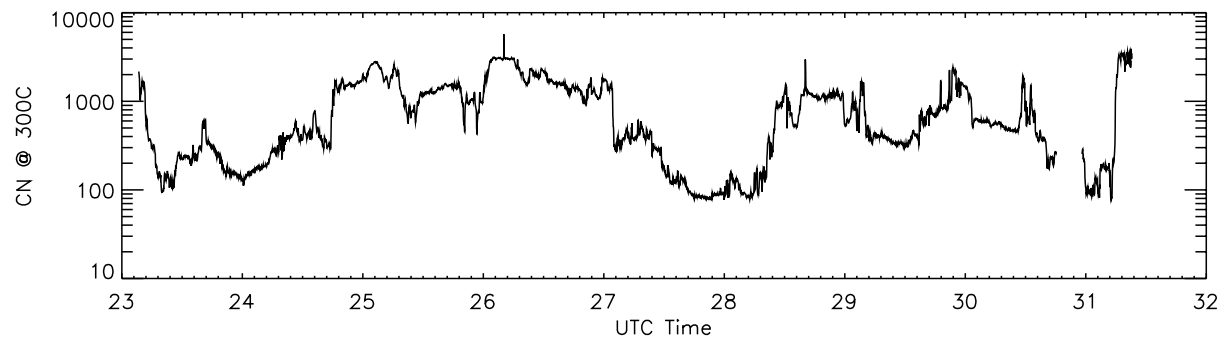
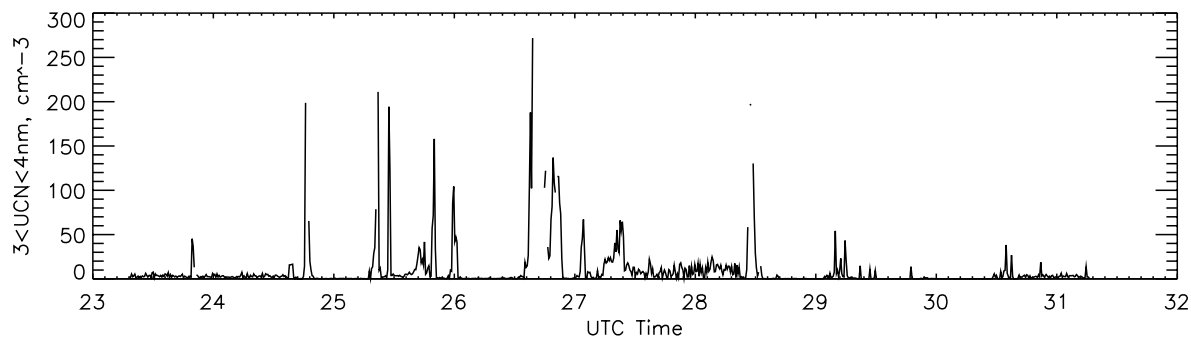
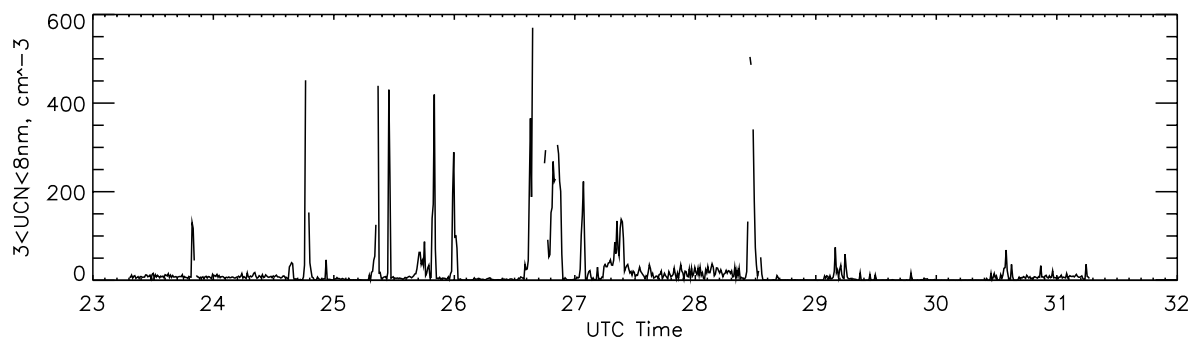
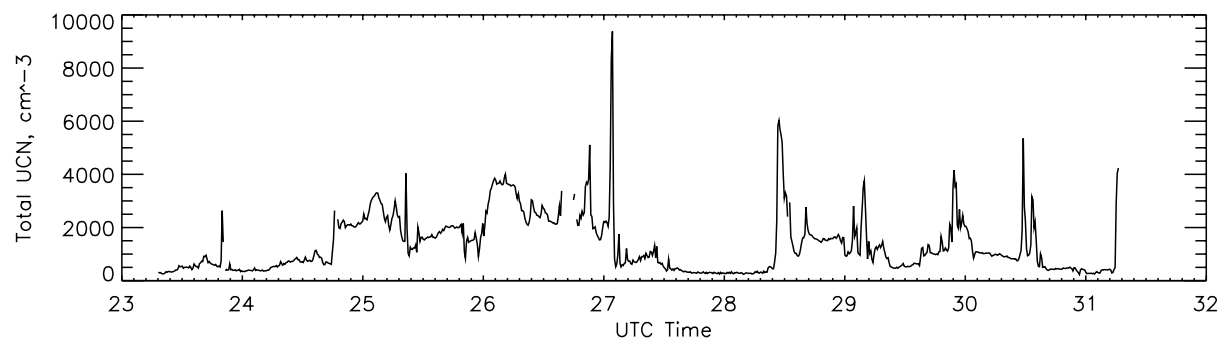
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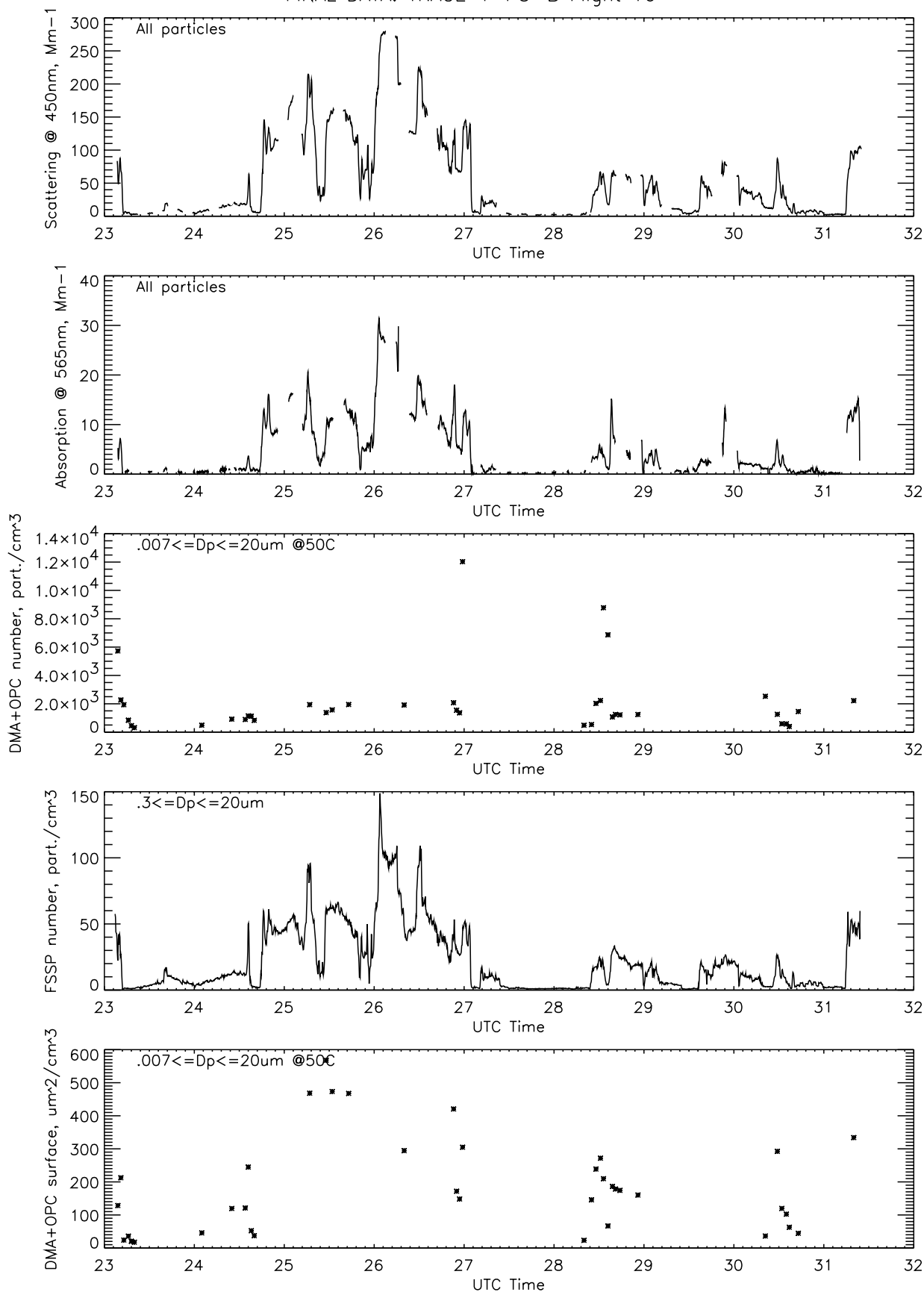
# FINAL DATA: TRACE-P P3-B Flight 16



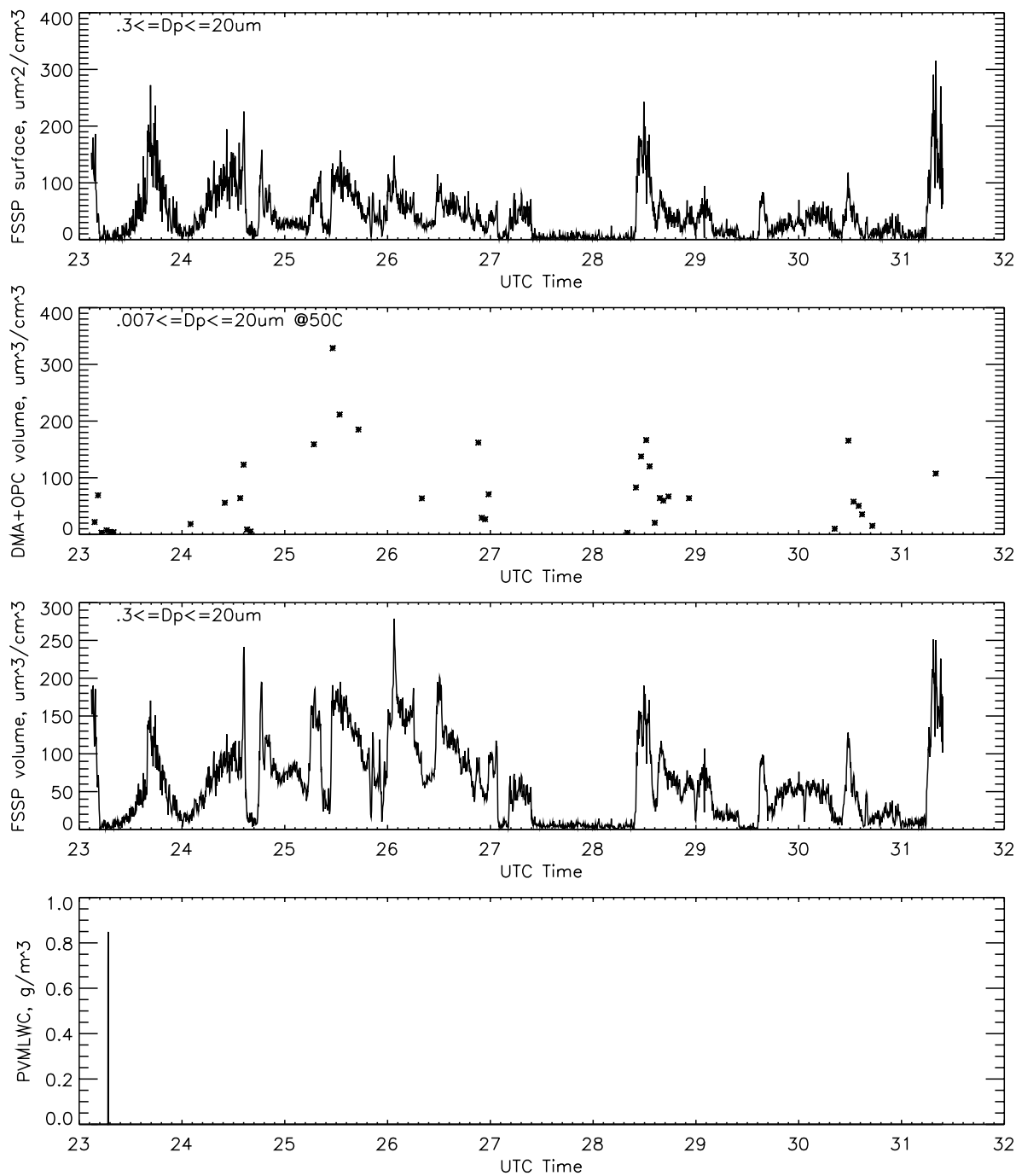
# FINAL DATA: TRACE-P P3-B Flight 16



# FINAL DATA: TRACE-P P3-B Flight 16

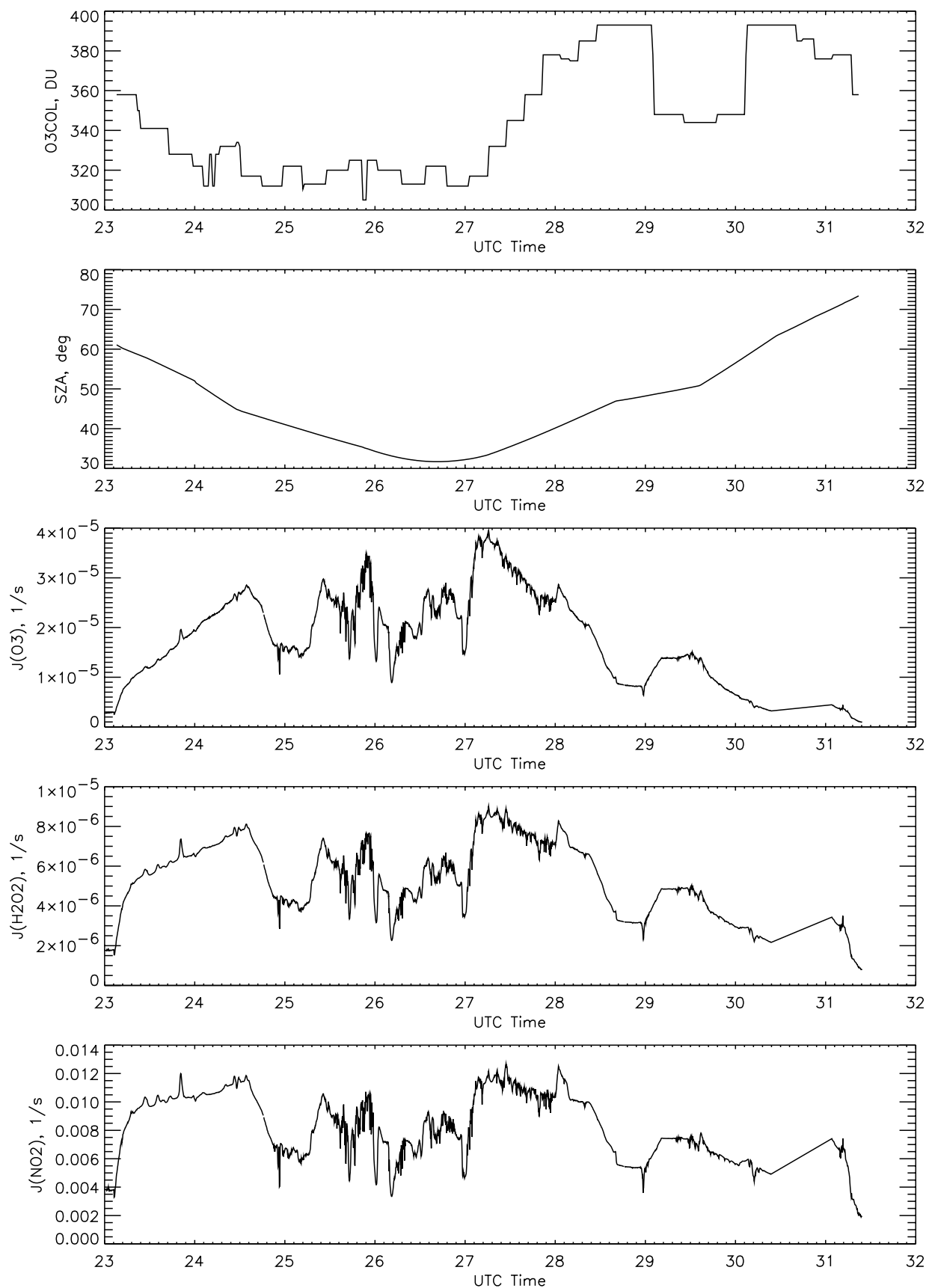


# FINAL DATA: TRACE-P P3-B Flight 16



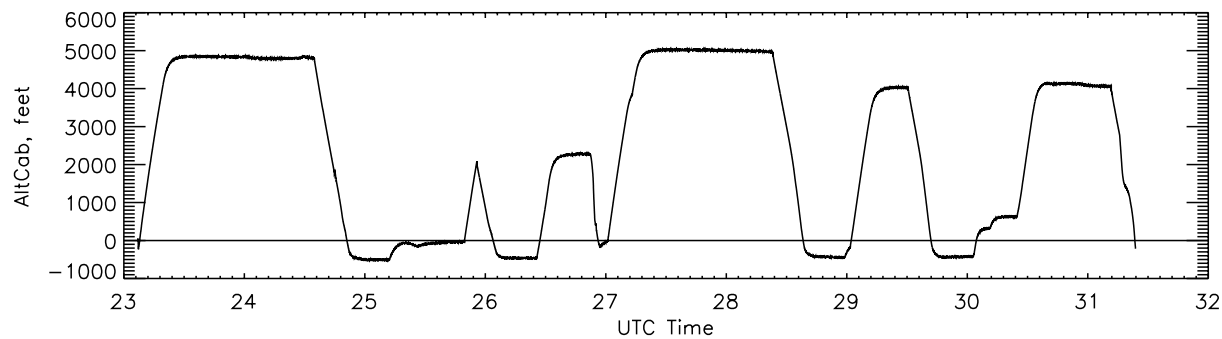
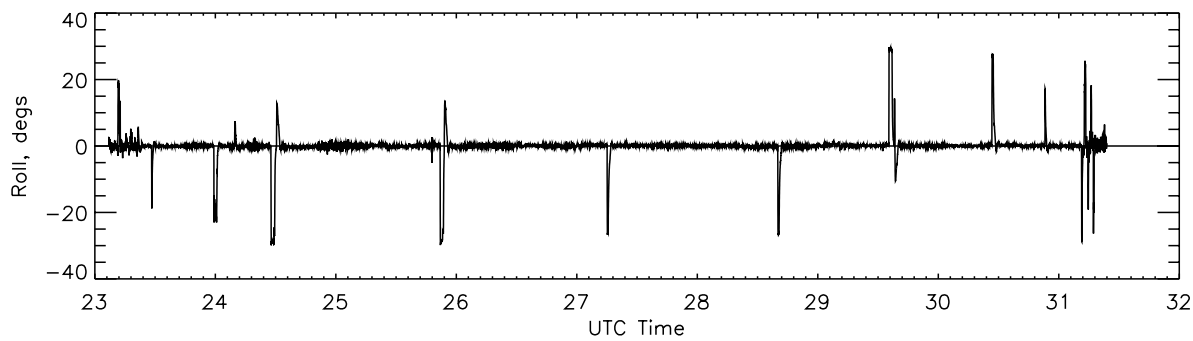
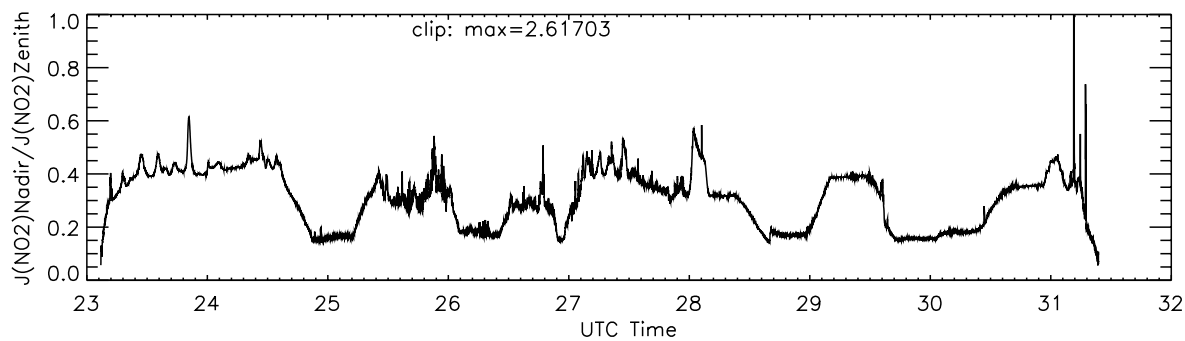
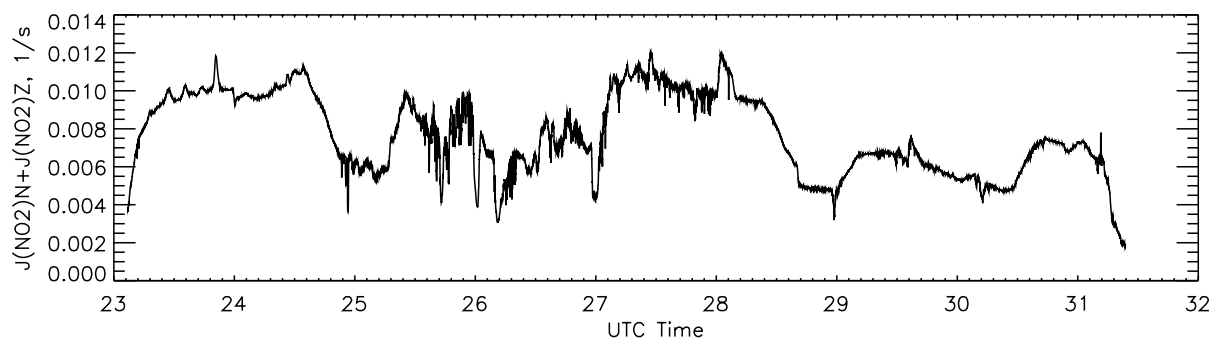
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# FINAL DATA: TRACE-P P3-B Flight 16

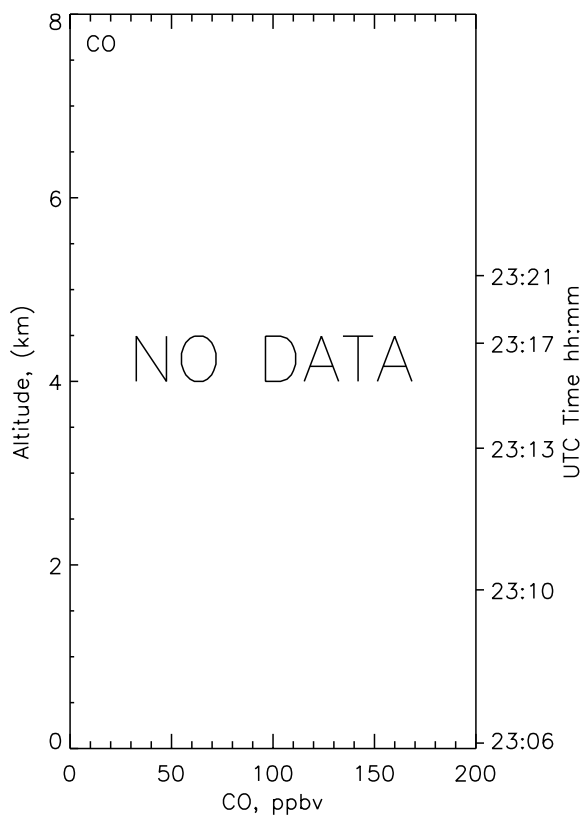
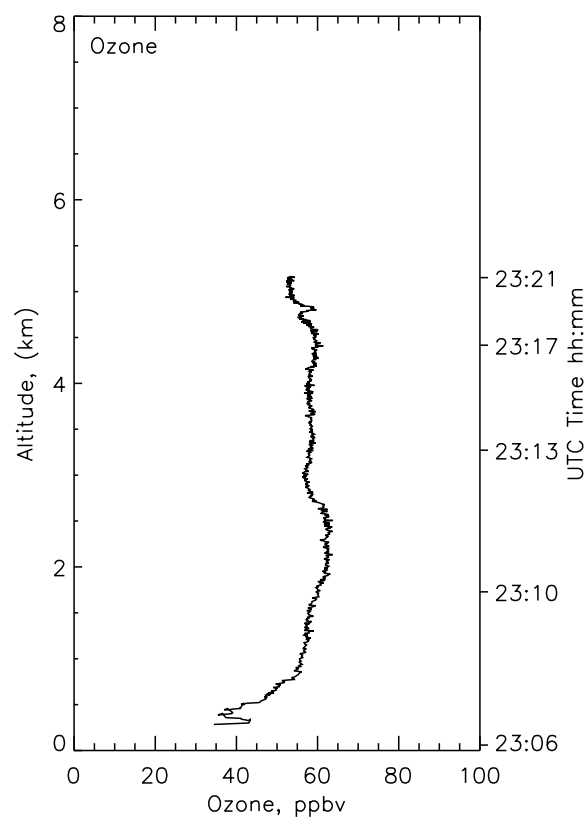
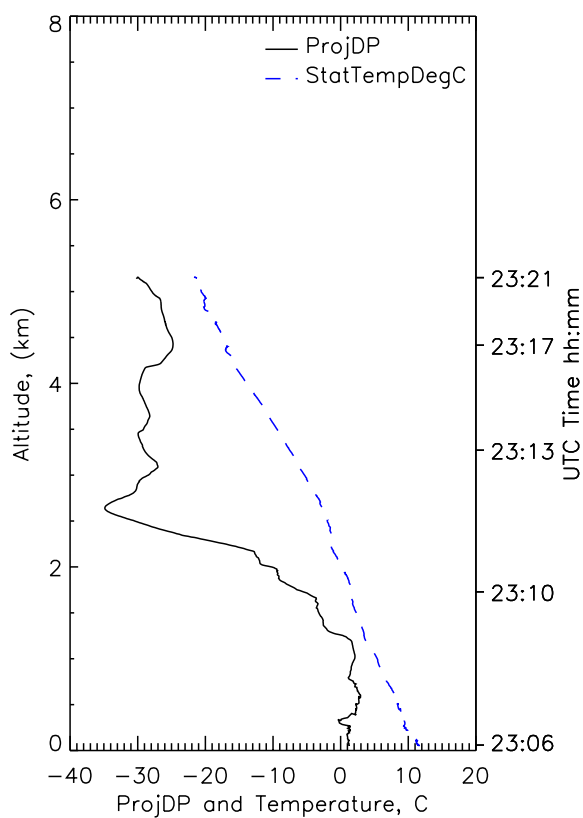




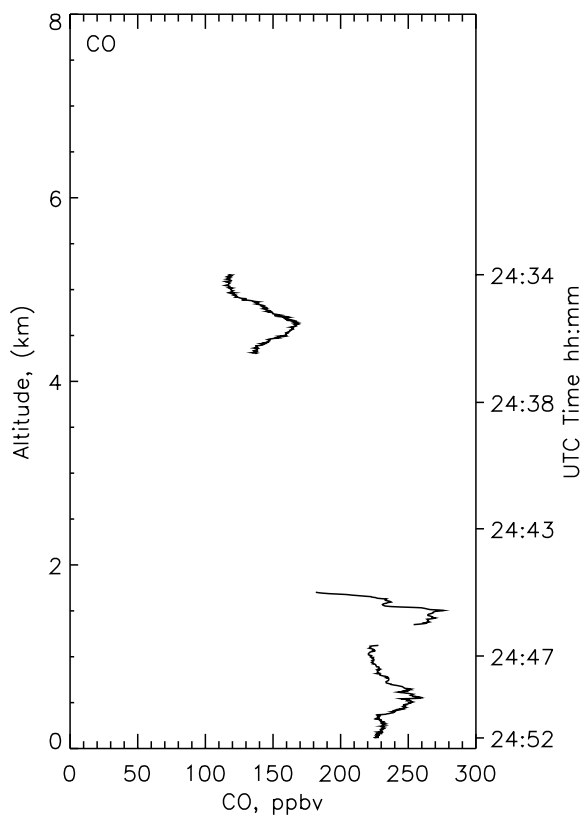
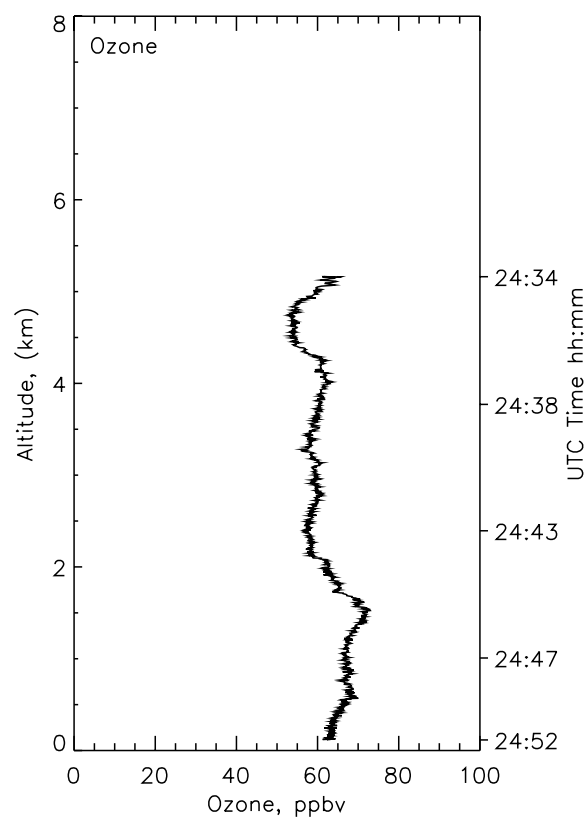
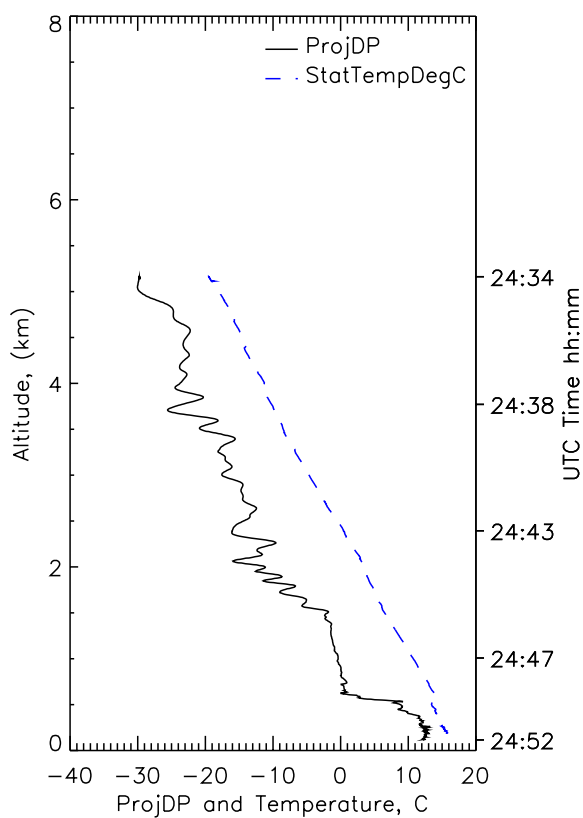
# FINAL DATA: TRACE-P P3-B Flight 16



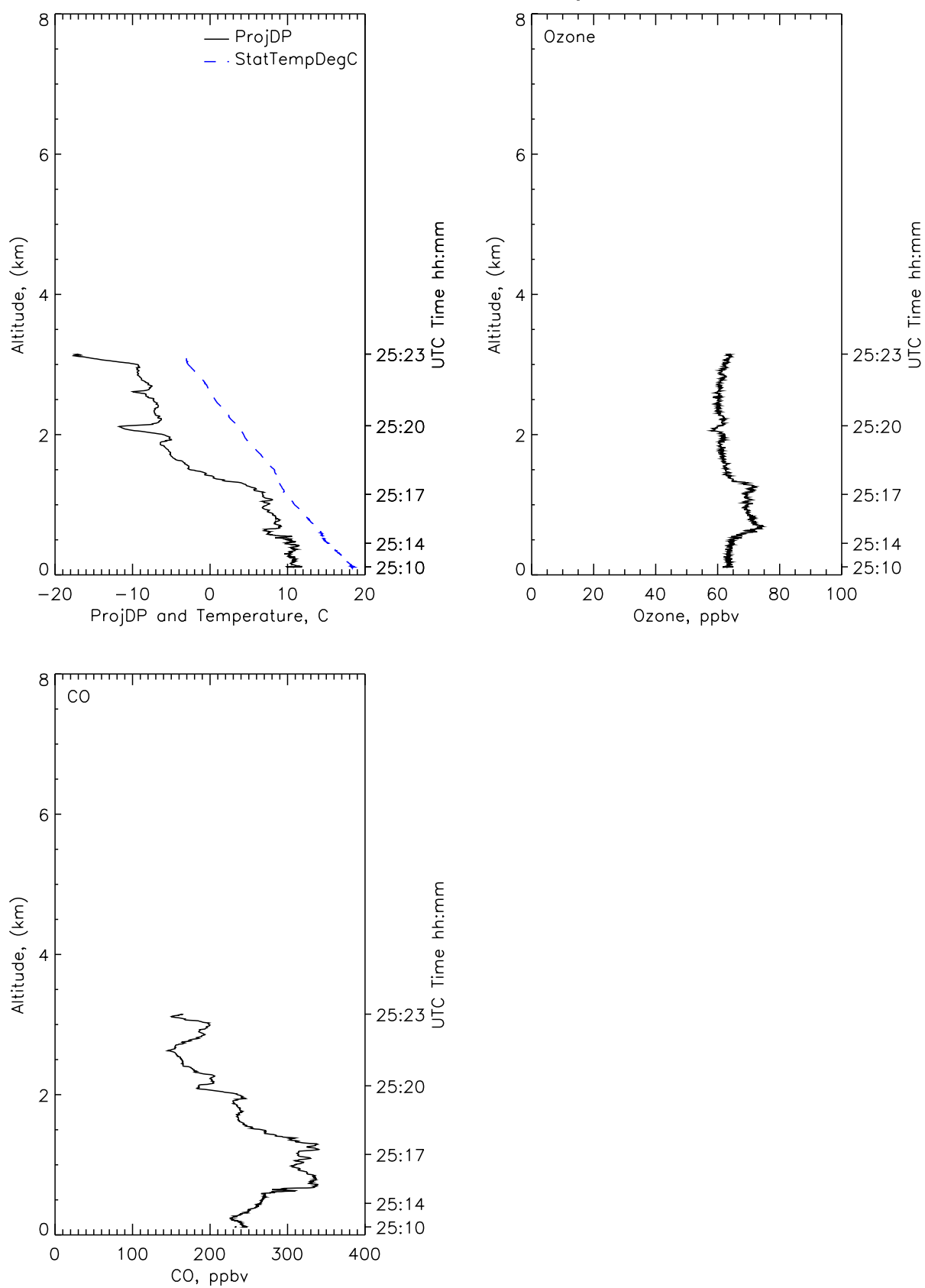
# Profile # 1 TRACE-P P3-B Flight 16



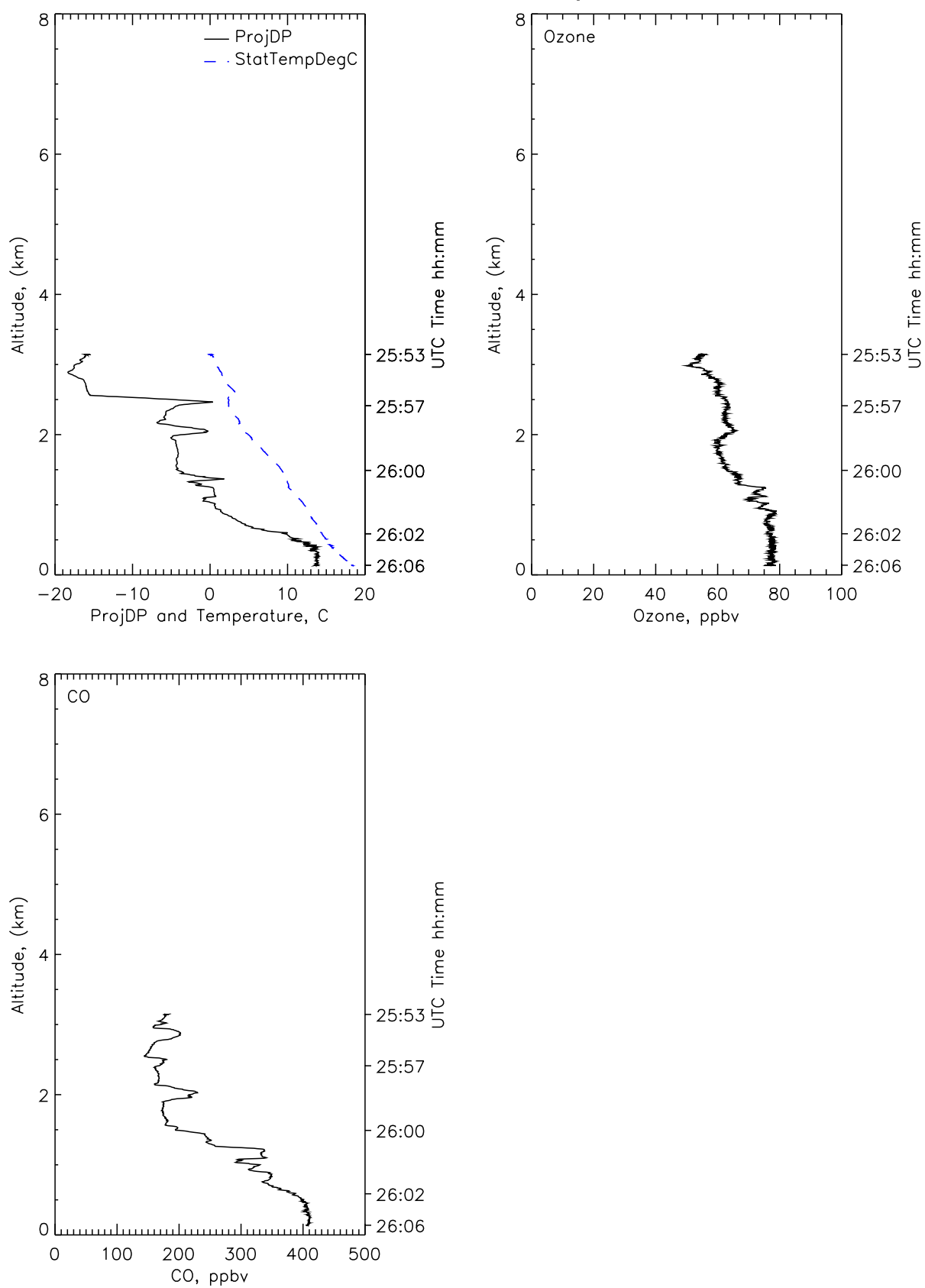
Profile # 2 TRACE-P P3-B Flight 16



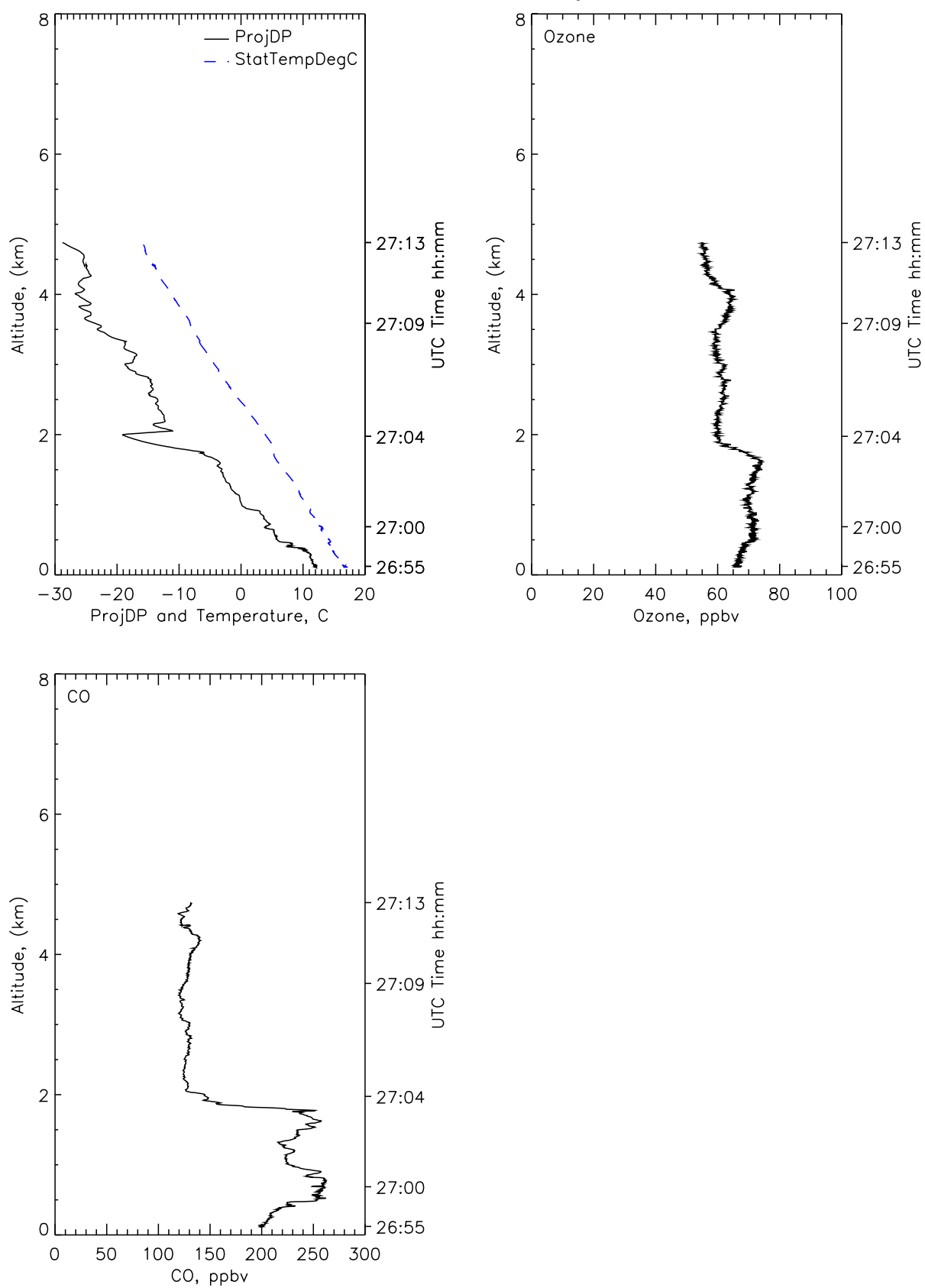
# Profile # 3 TRACE-P P3-B Flight 16



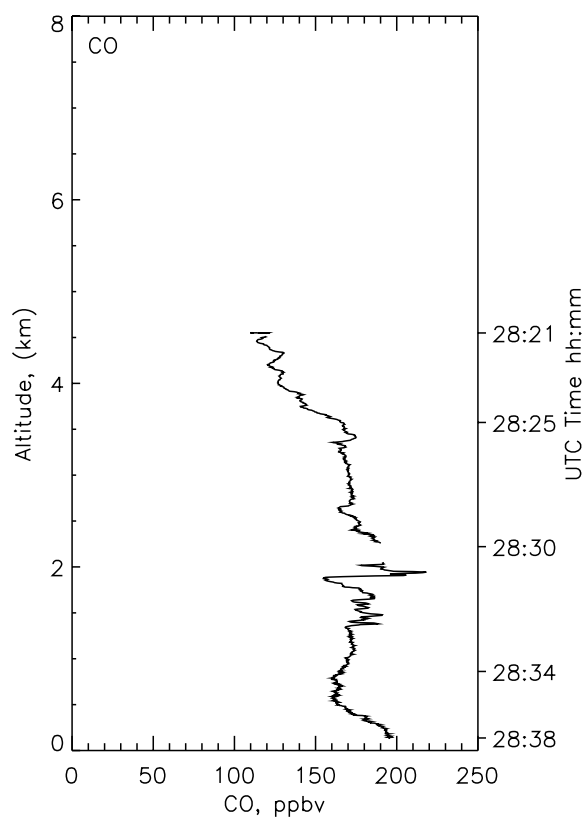
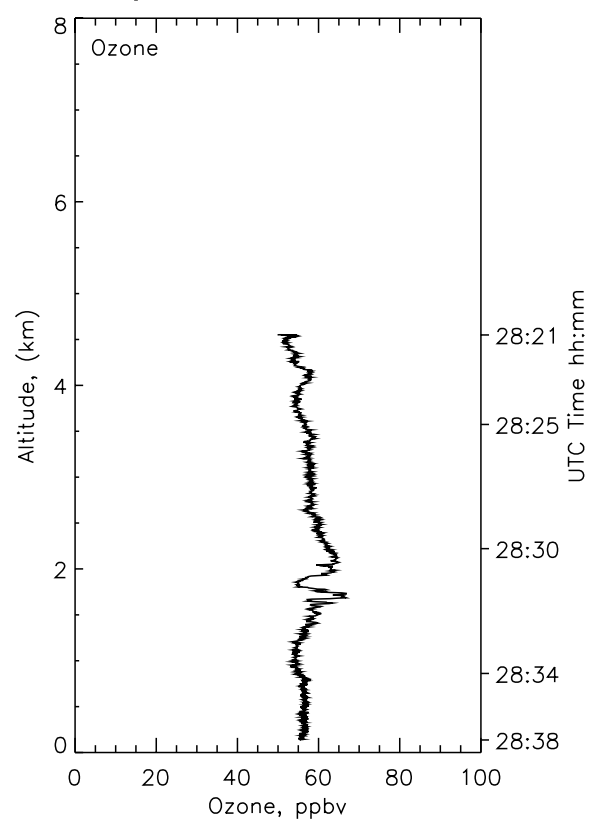
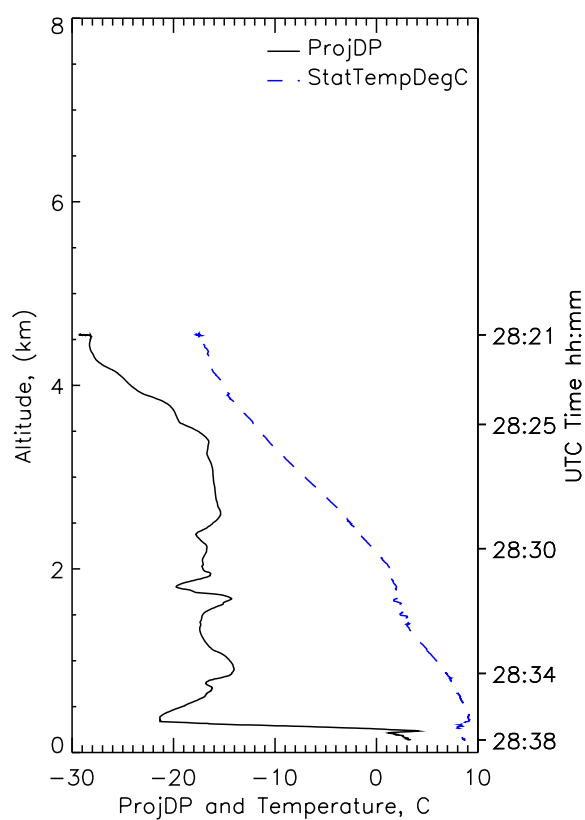
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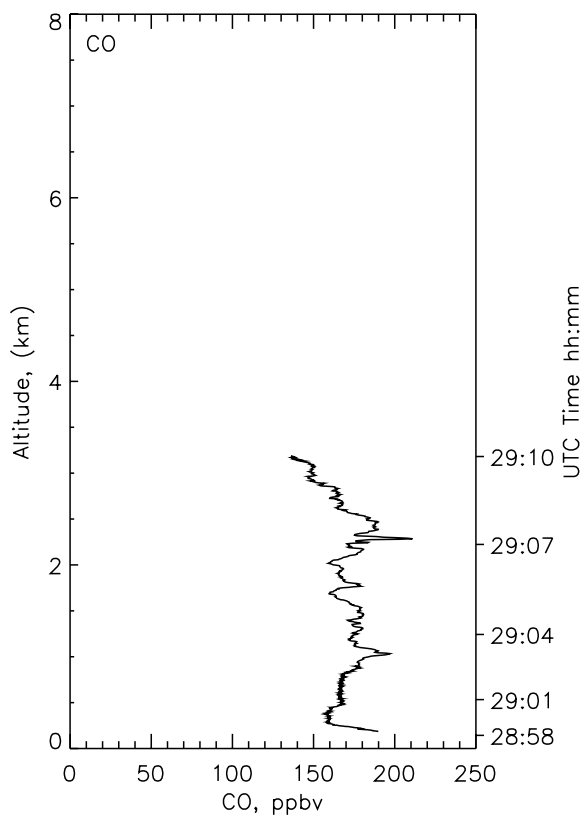
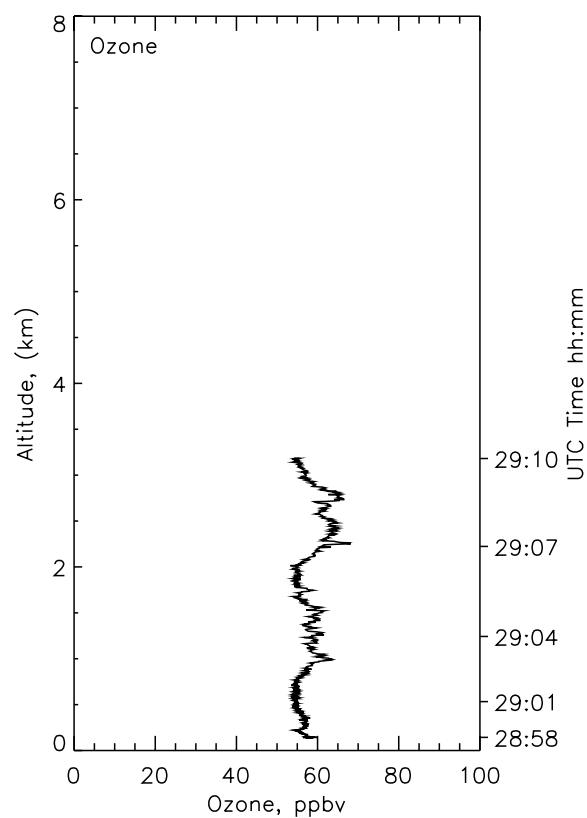
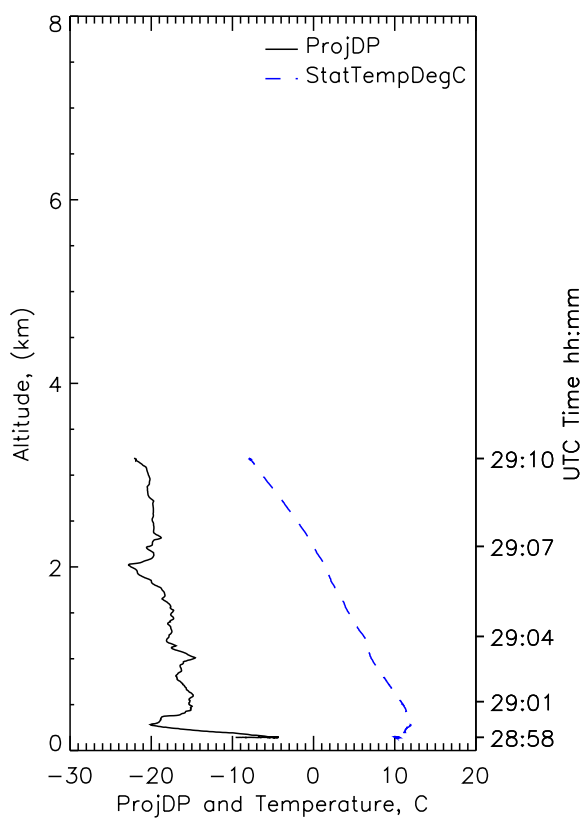
Profile # 5 TRACE-P P3-B Flight 16



# Profile # 6 TRACE-P P3-B Flight 16

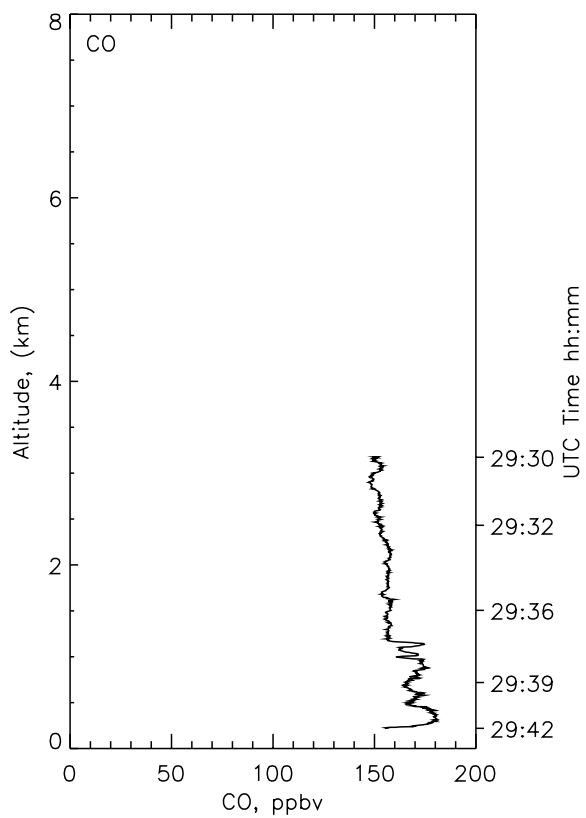
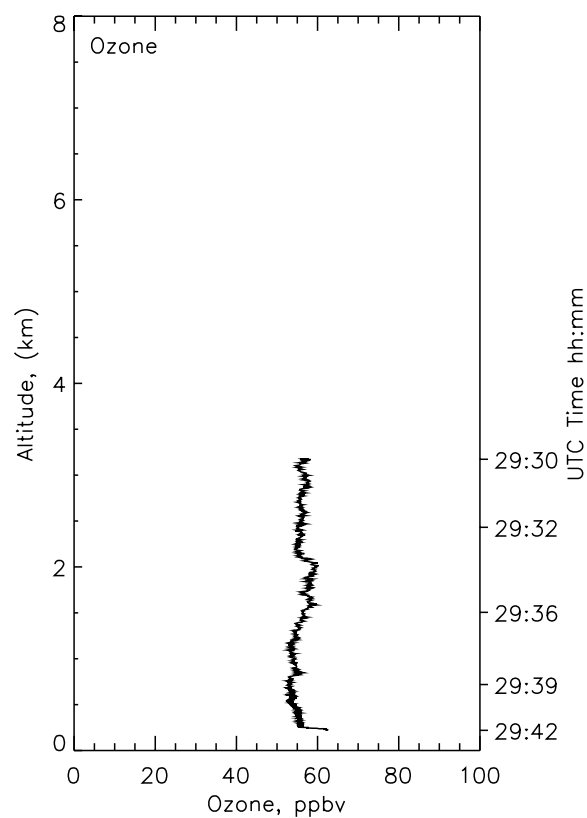
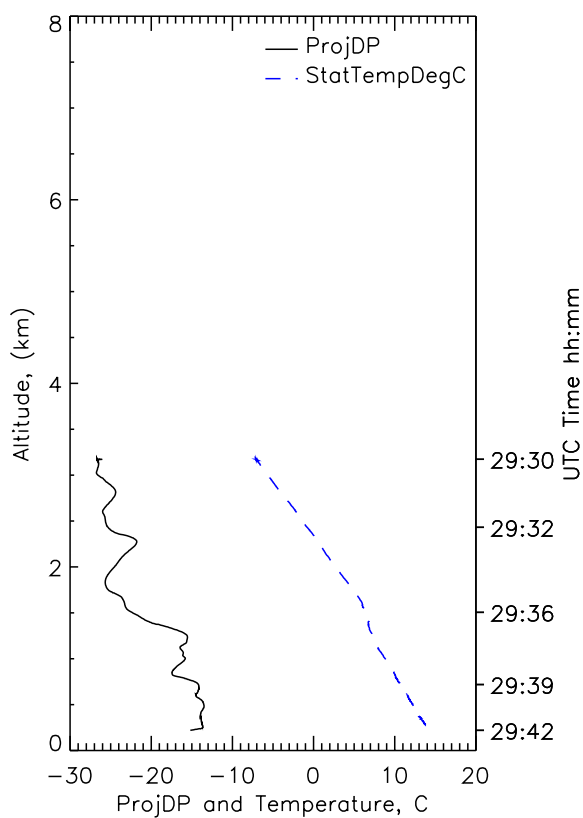


# Profile # 7 TRACE-P P3-B Flight 16

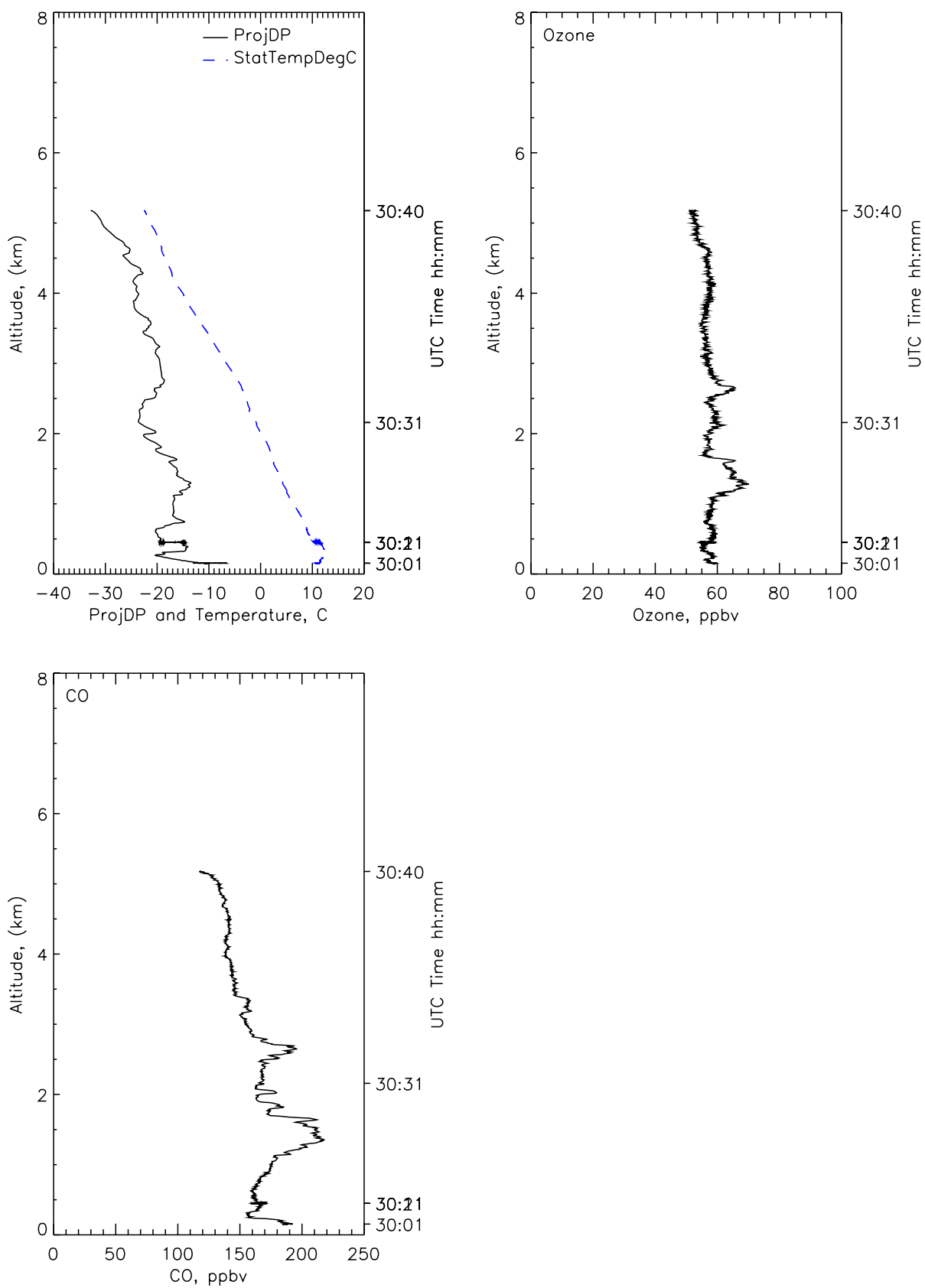




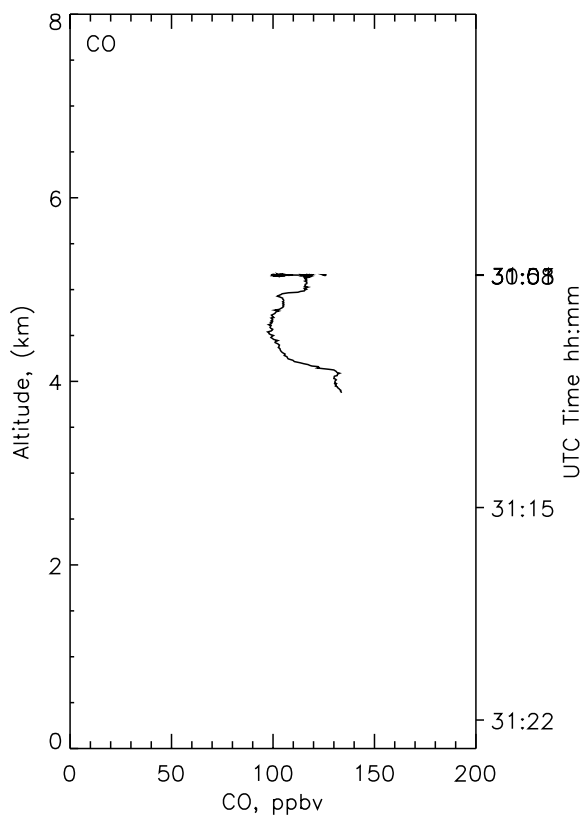
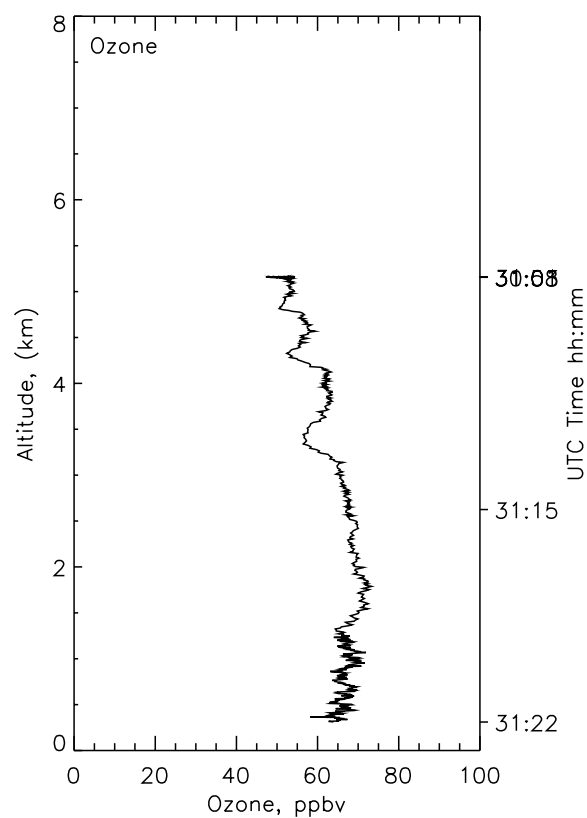
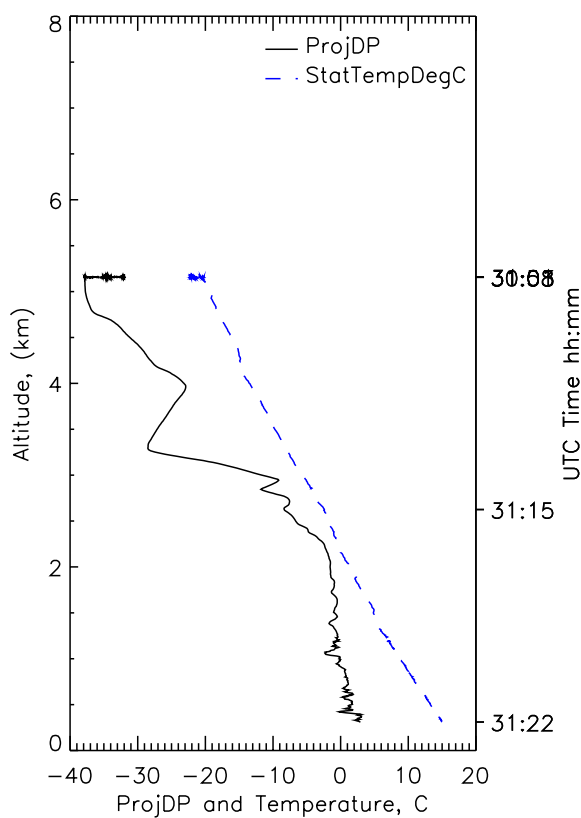
# Profile # 8 TRACE-P P3-B Flight 16



Profile # 9 TRACE-P P3-B Flight 16



Profile #10 TRACE-P P3-B Flight 16



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 17P

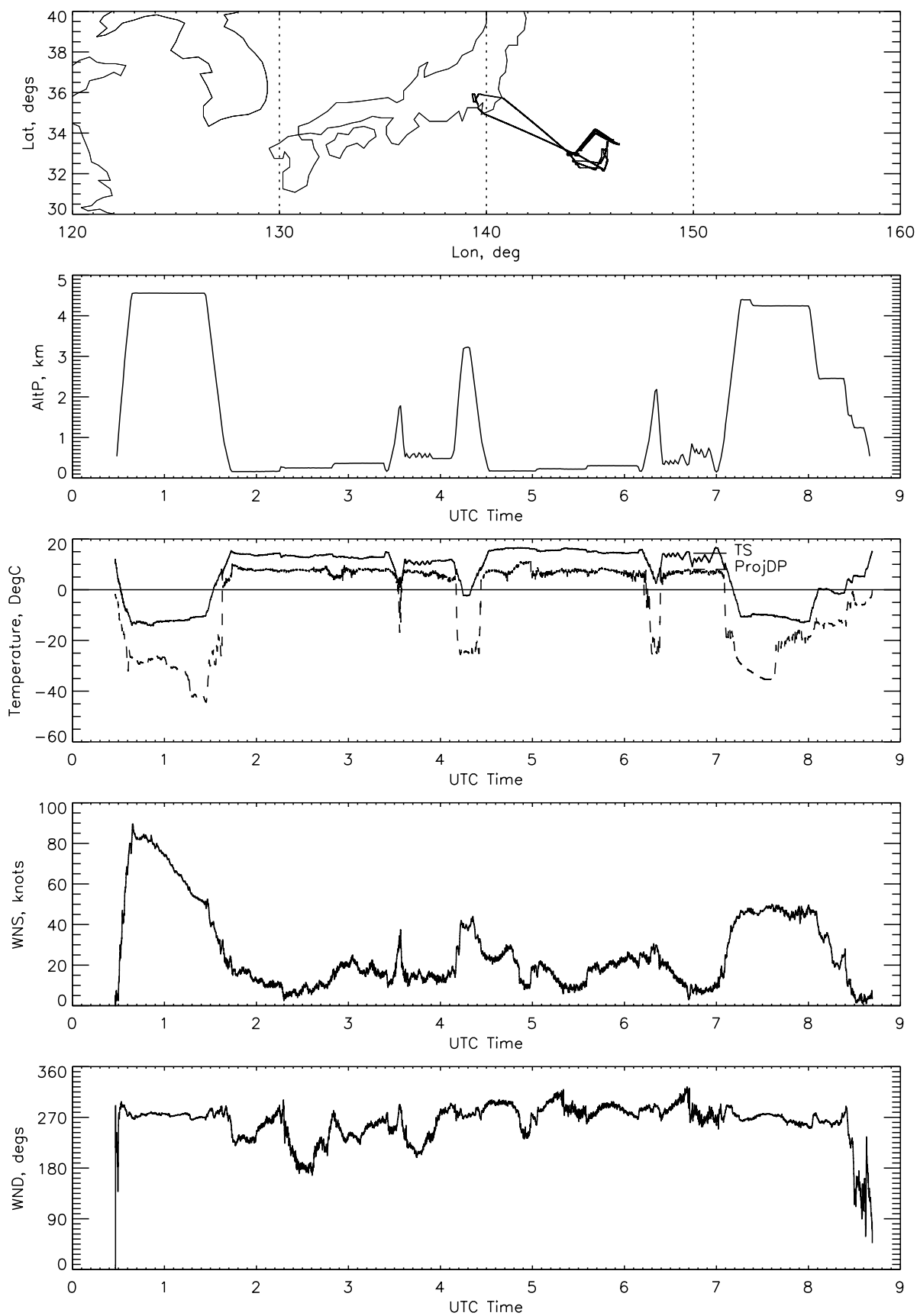
Local: Yokota No. 3

Air-Sea Exchange; Volcanic Plume;  
TERRA Underpass

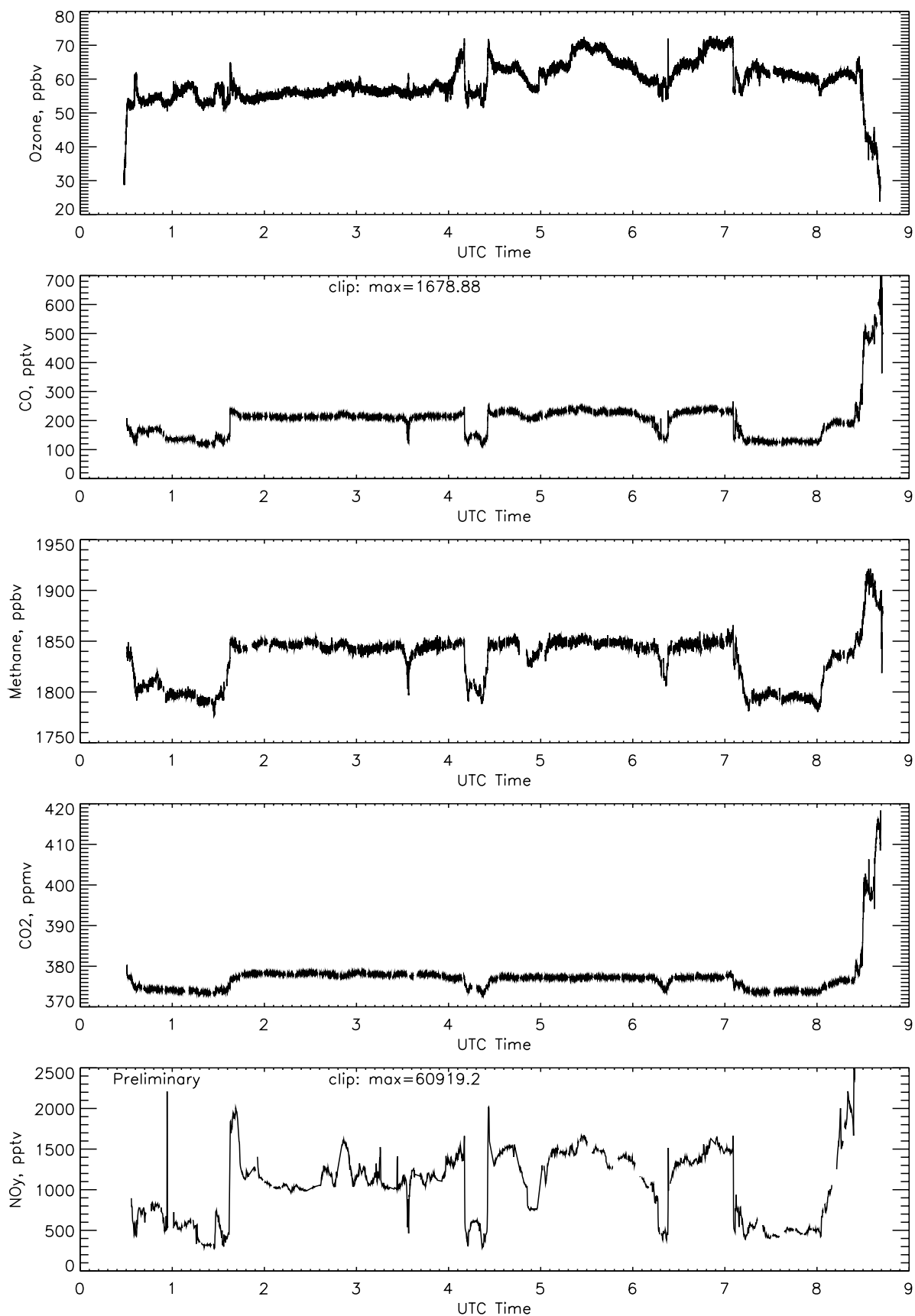
March 27, 2001



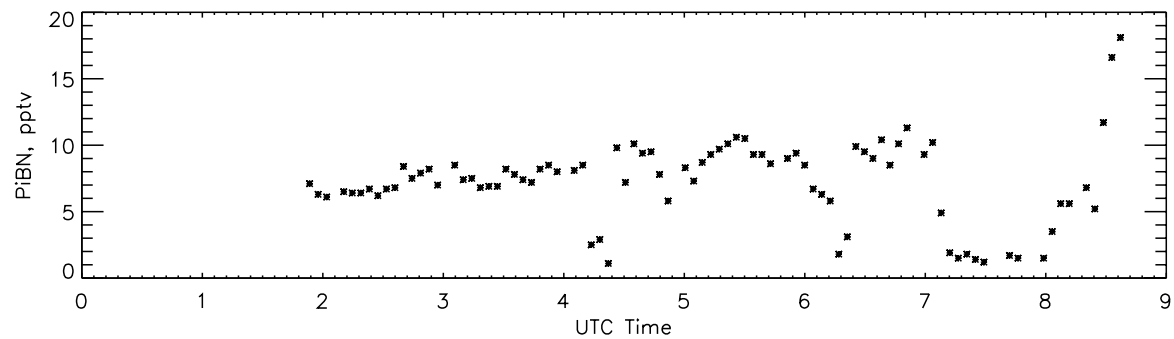
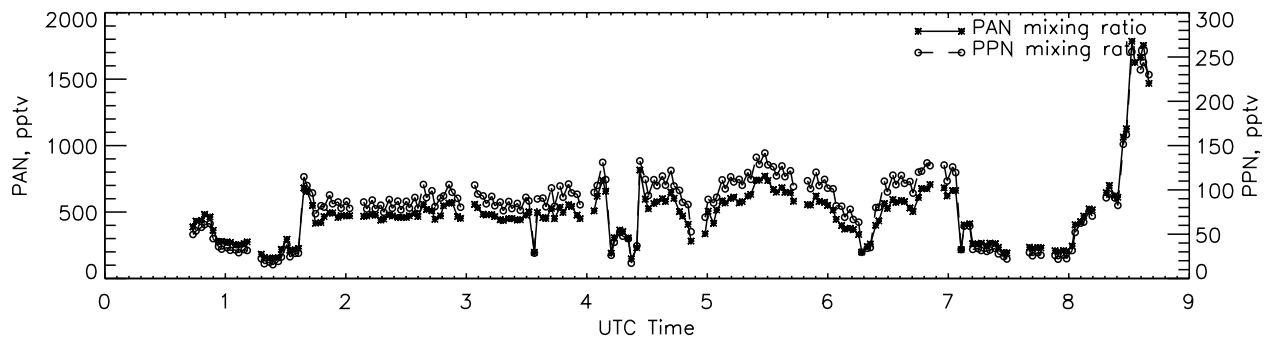
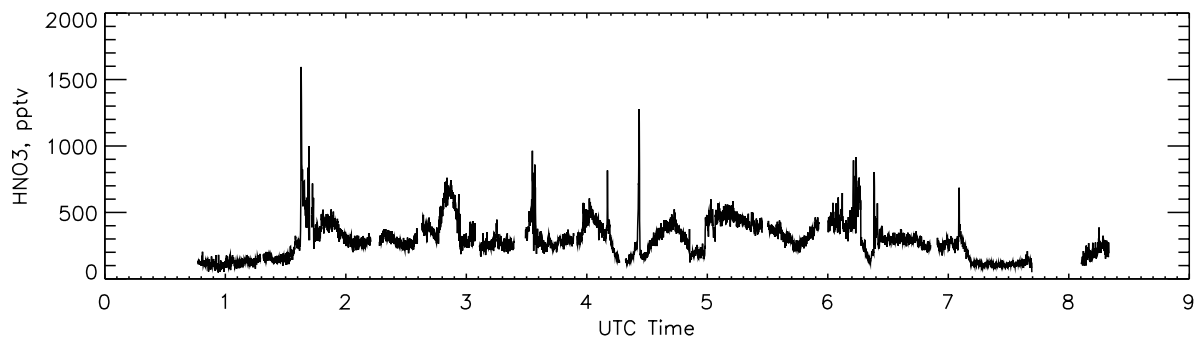
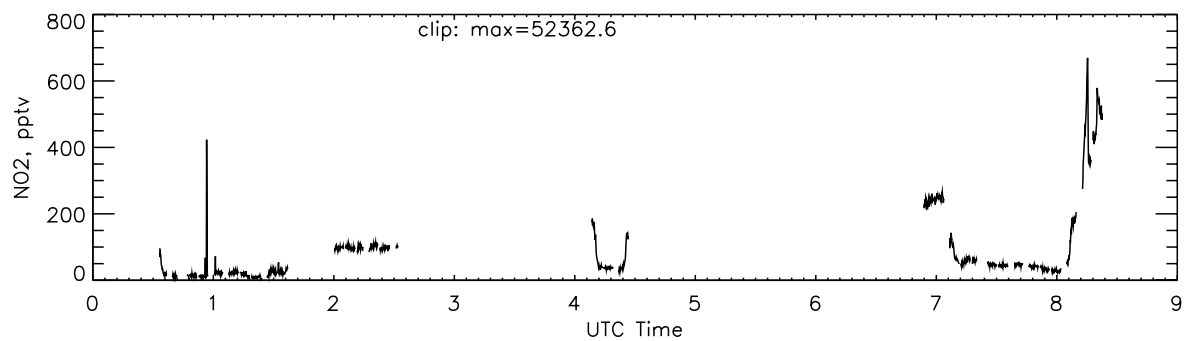
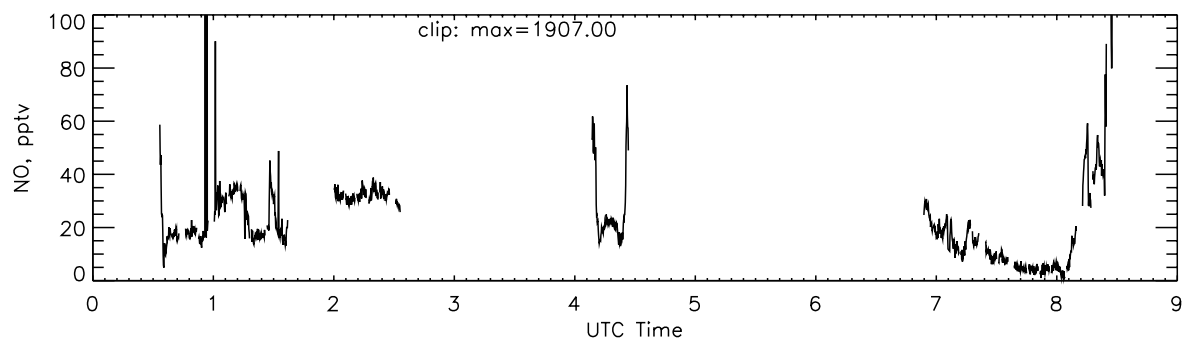
# FINAL DATA: TRACE-P P3-B Flight 17



# FINAL DATA: TRACE-P P3-B Flight 17

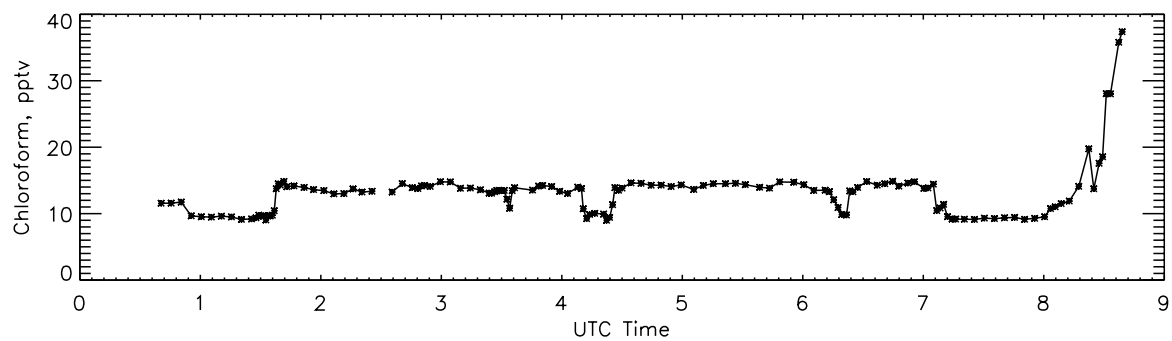
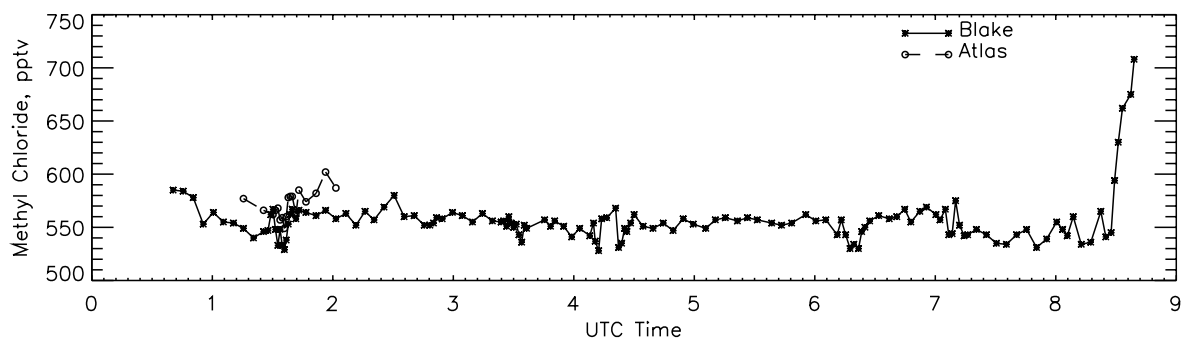
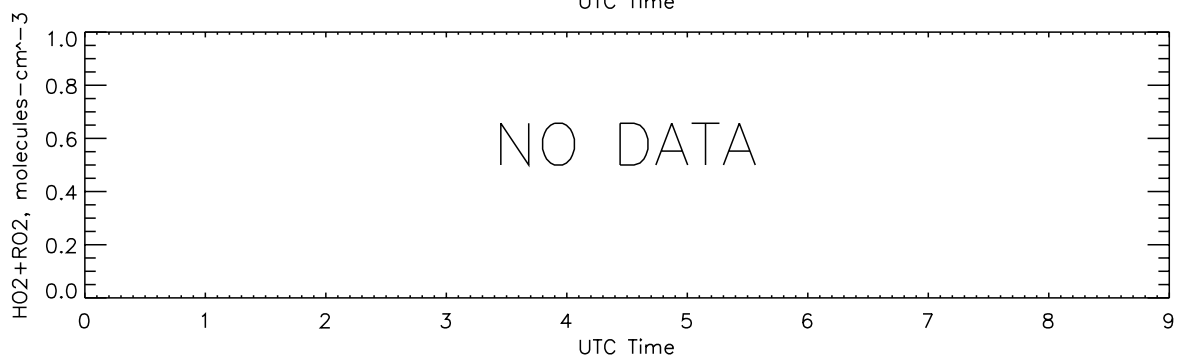
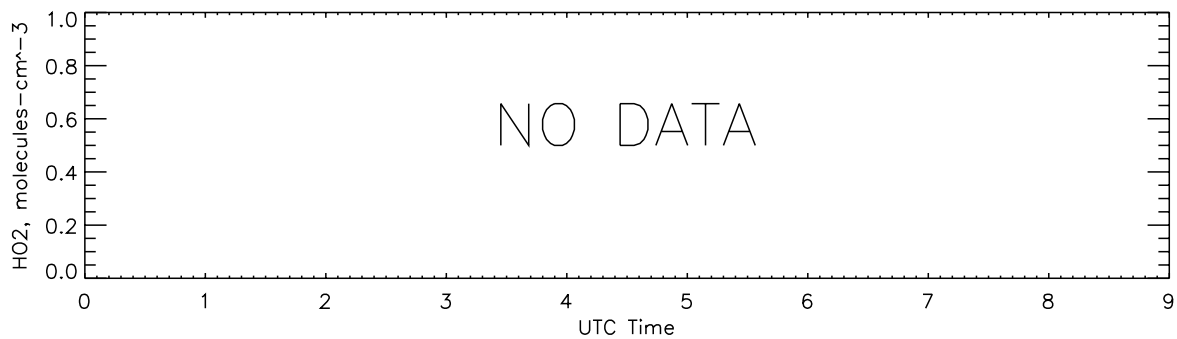
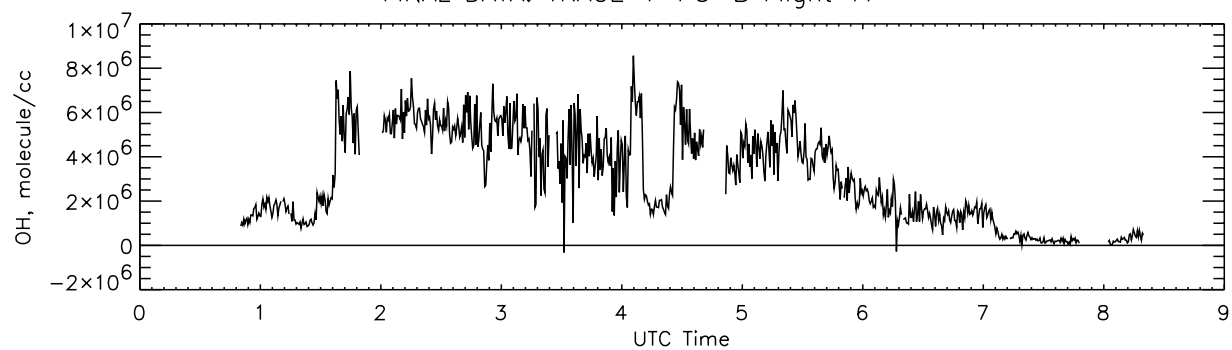


# FINAL DATA: TRACE-P P3-B Flight 17

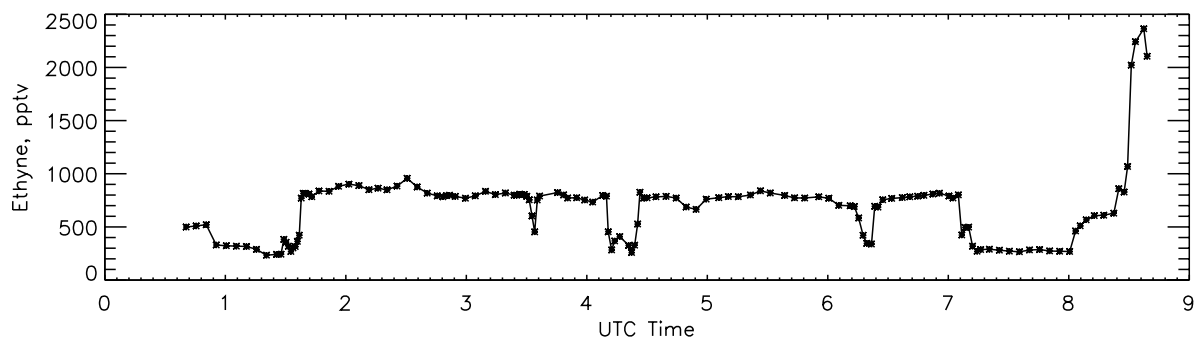
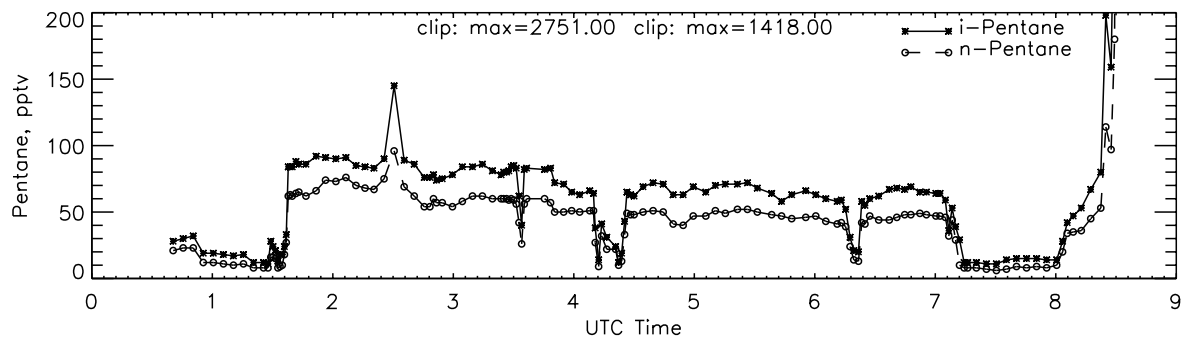
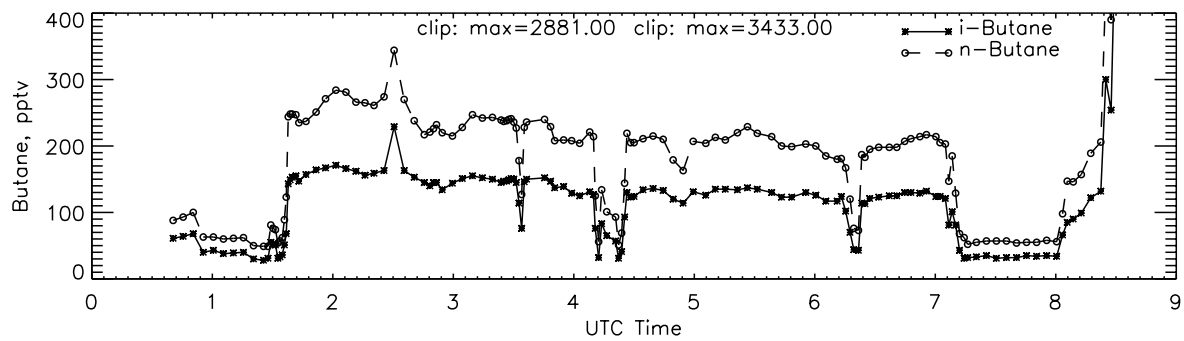
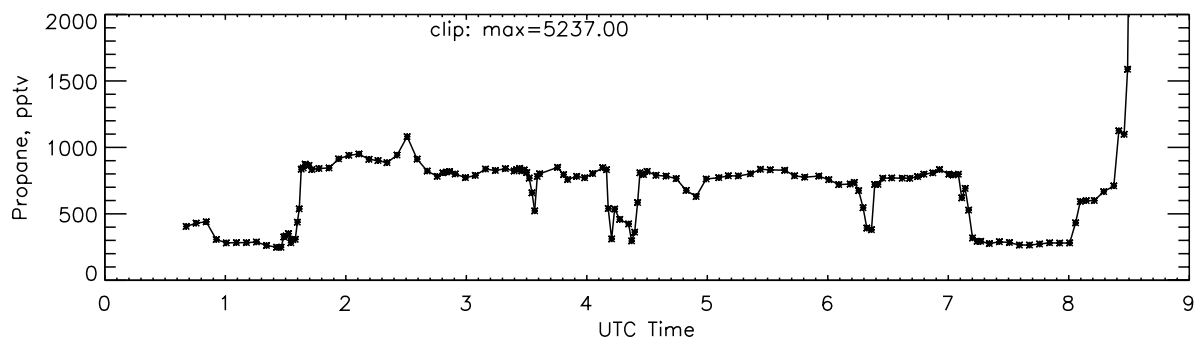
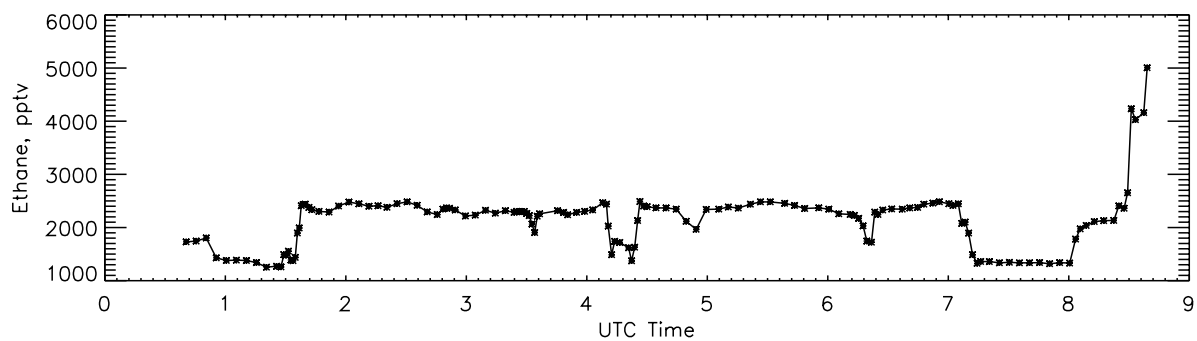




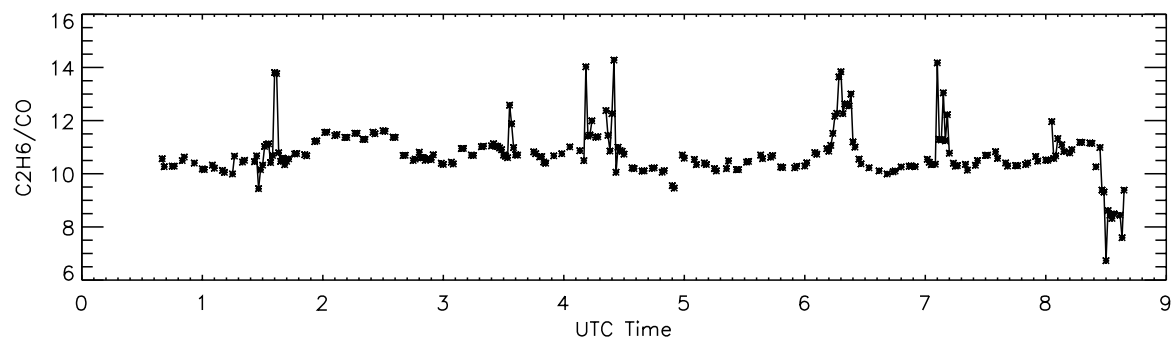
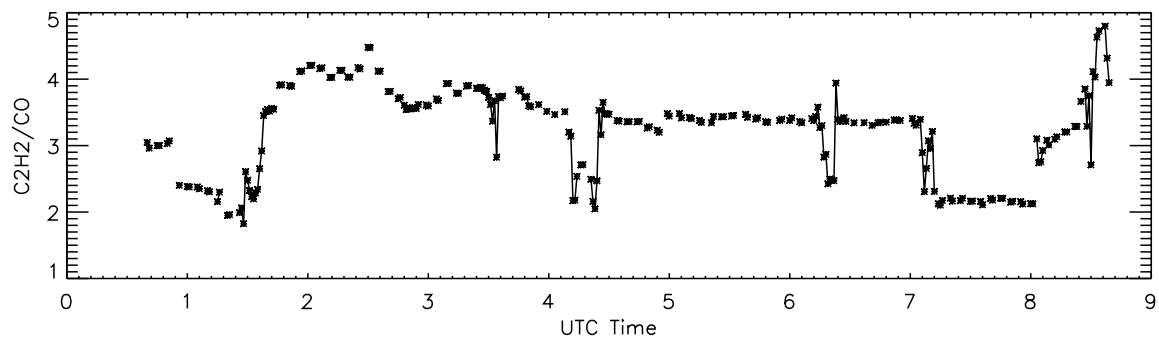
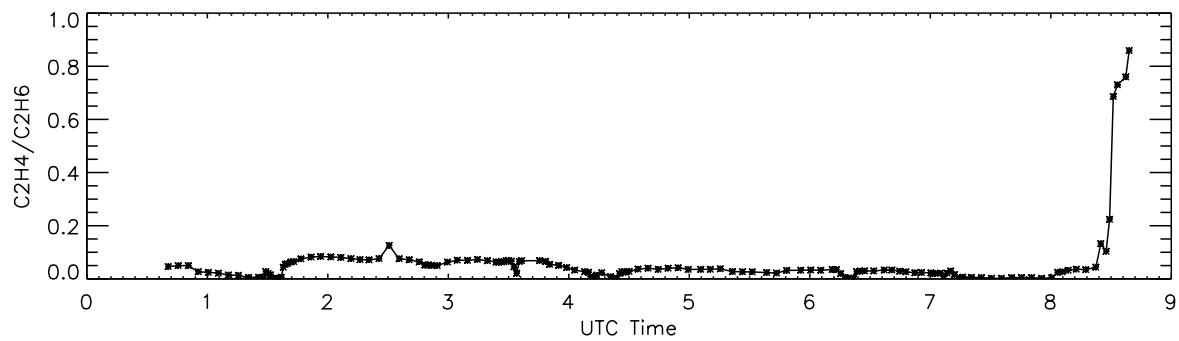
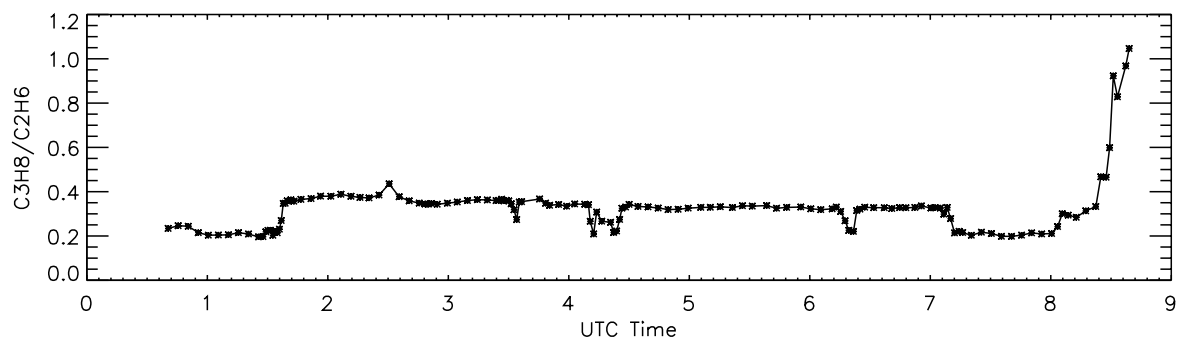
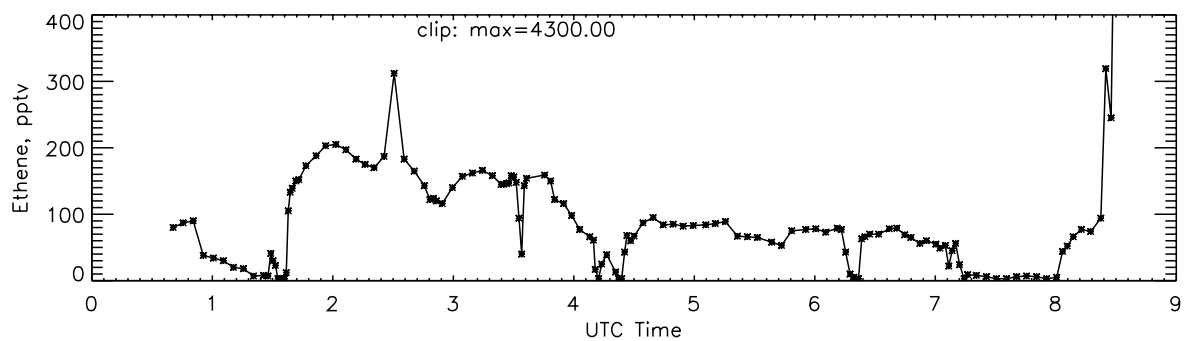
# FINAL DATA: TRACE-P P3-B Flight 17



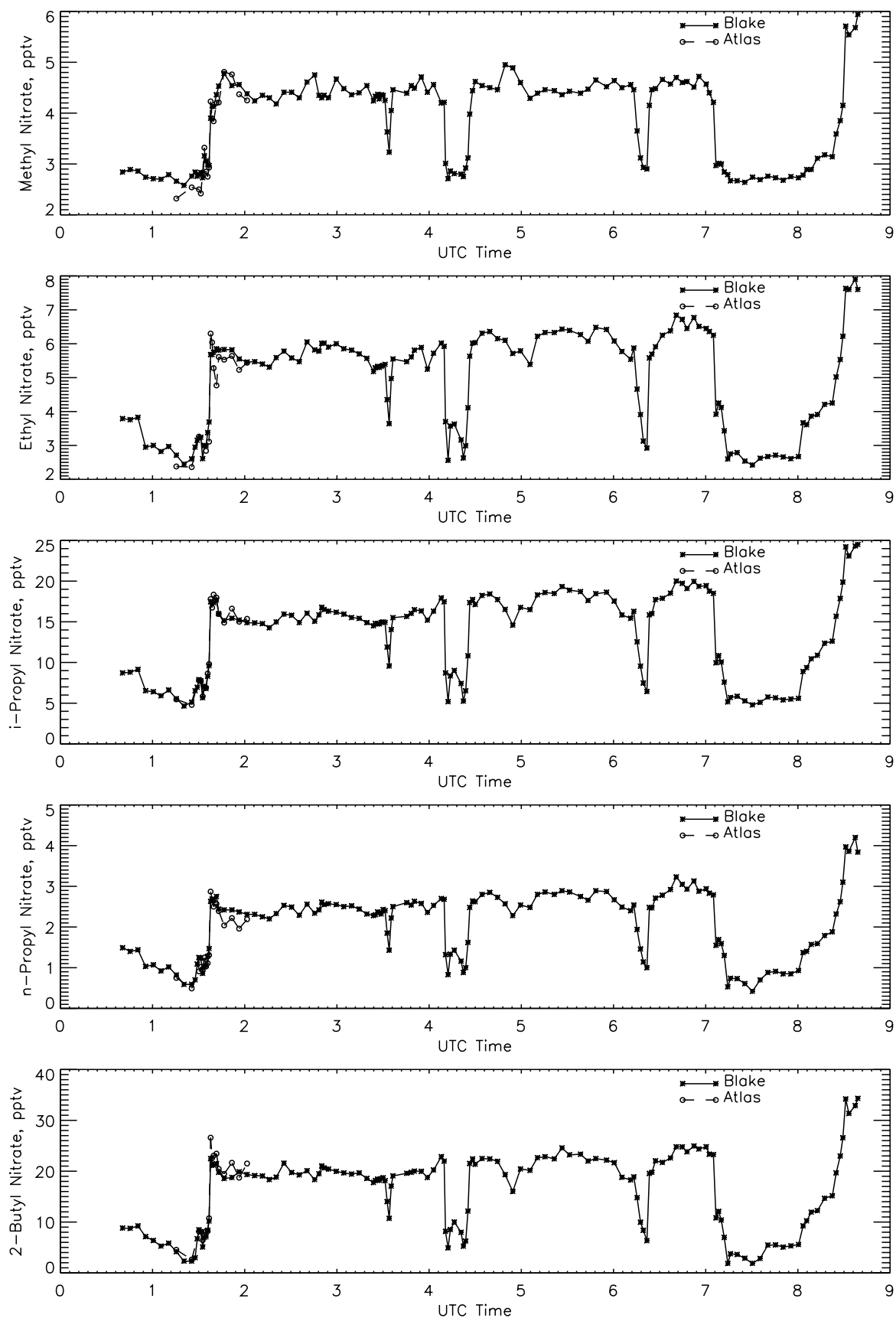
# FINAL DATA: TRACE-P P3-B Flight 17



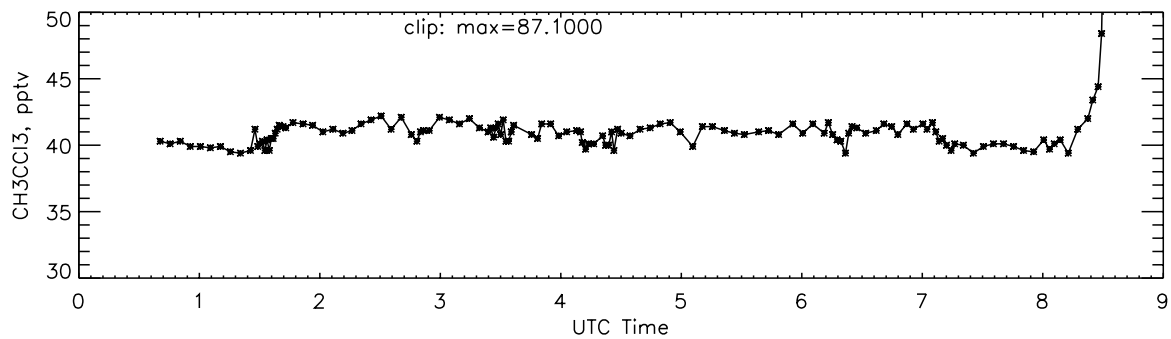
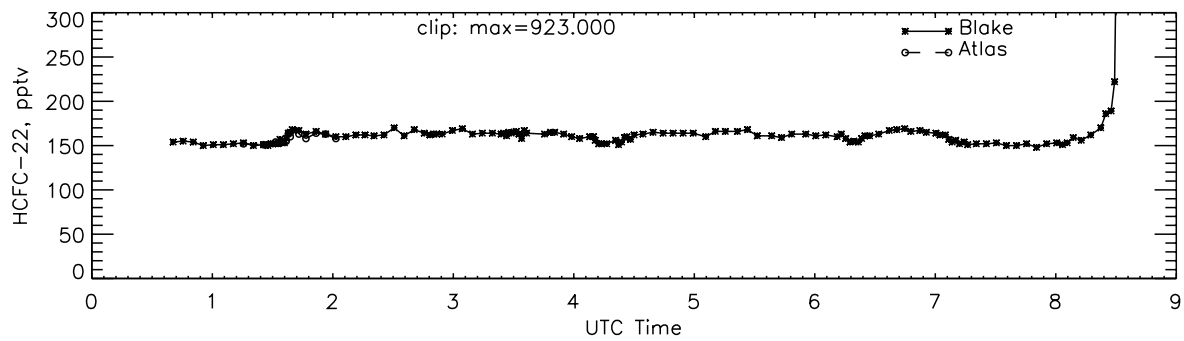
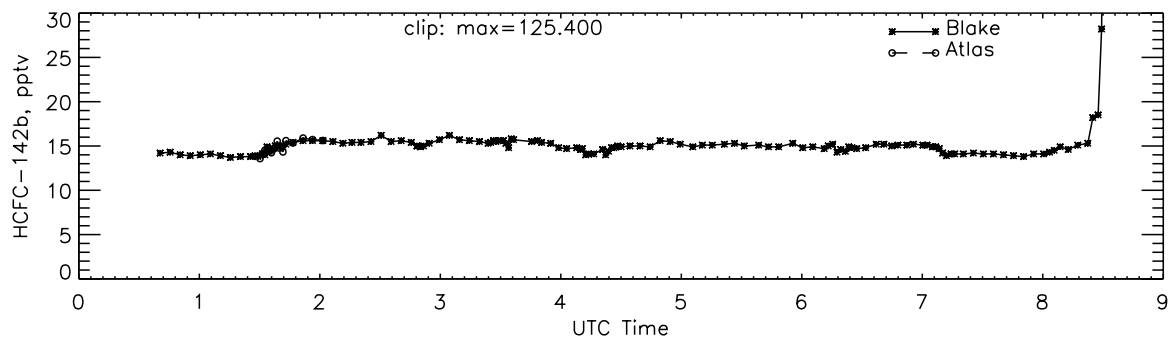
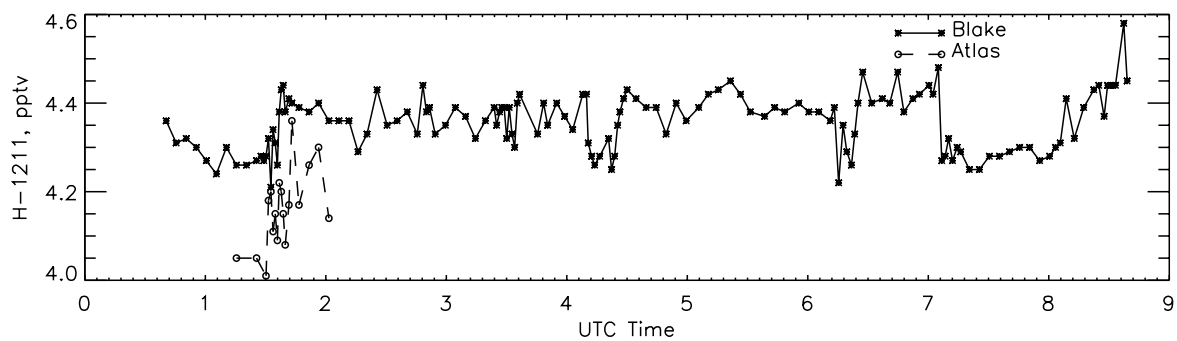
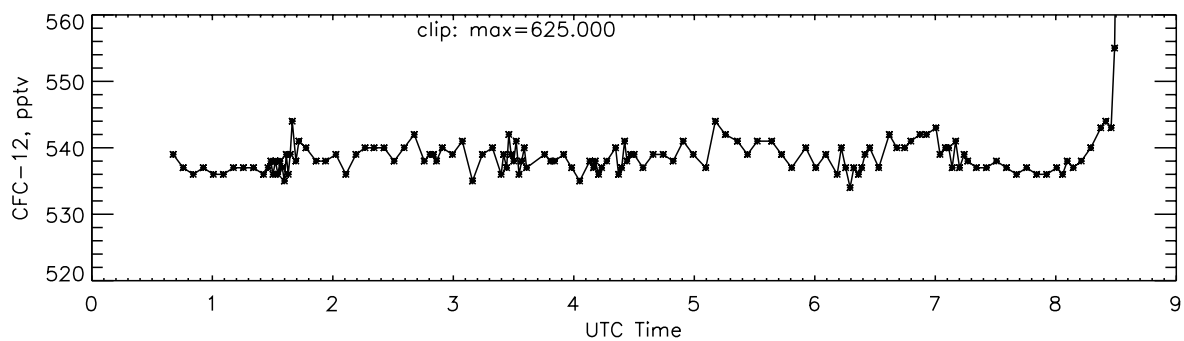
# FINAL DATA: TRACE-P P3-B Flight 17



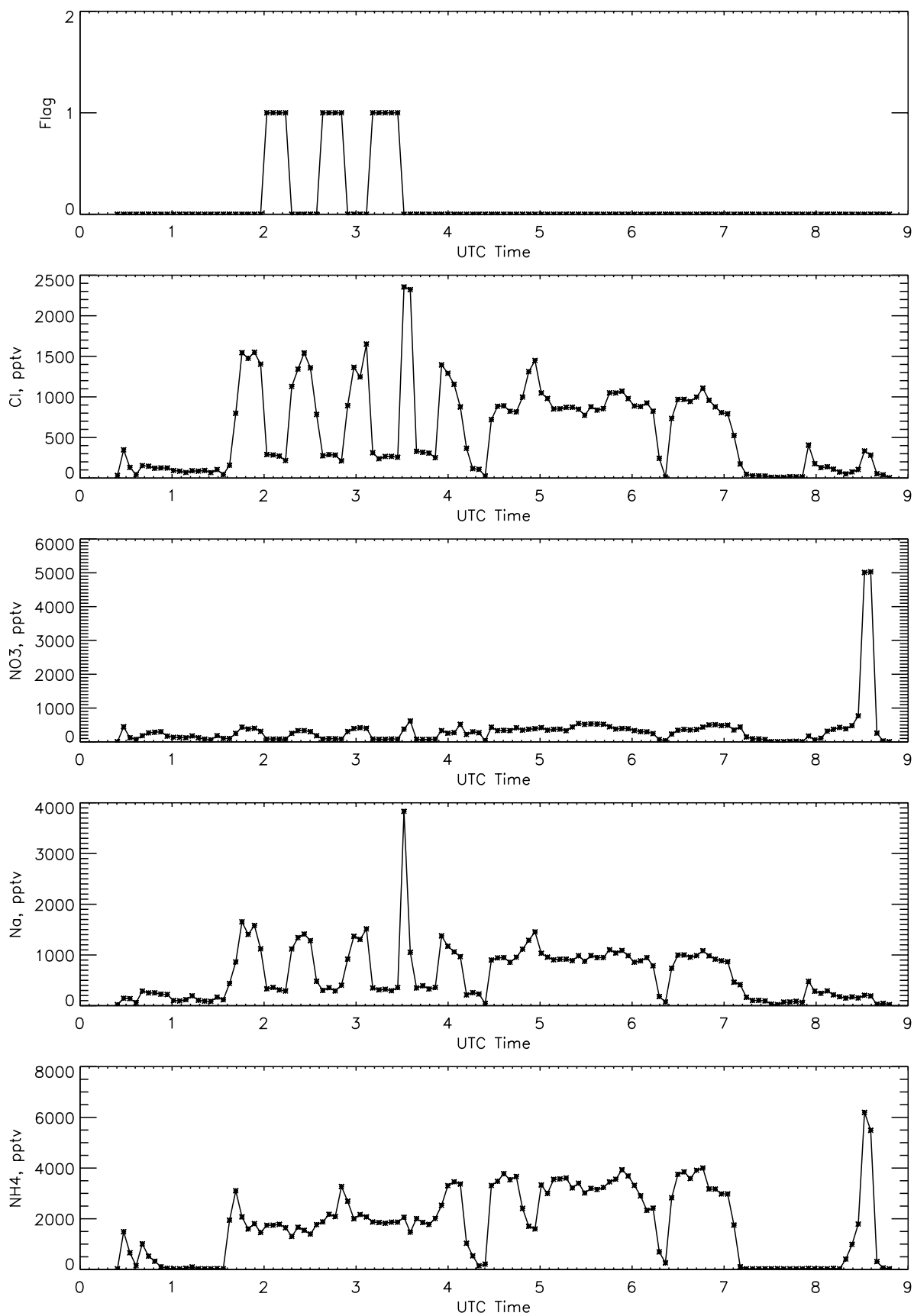
# FINAL DATA: TRACE-P P3-B Flight 17



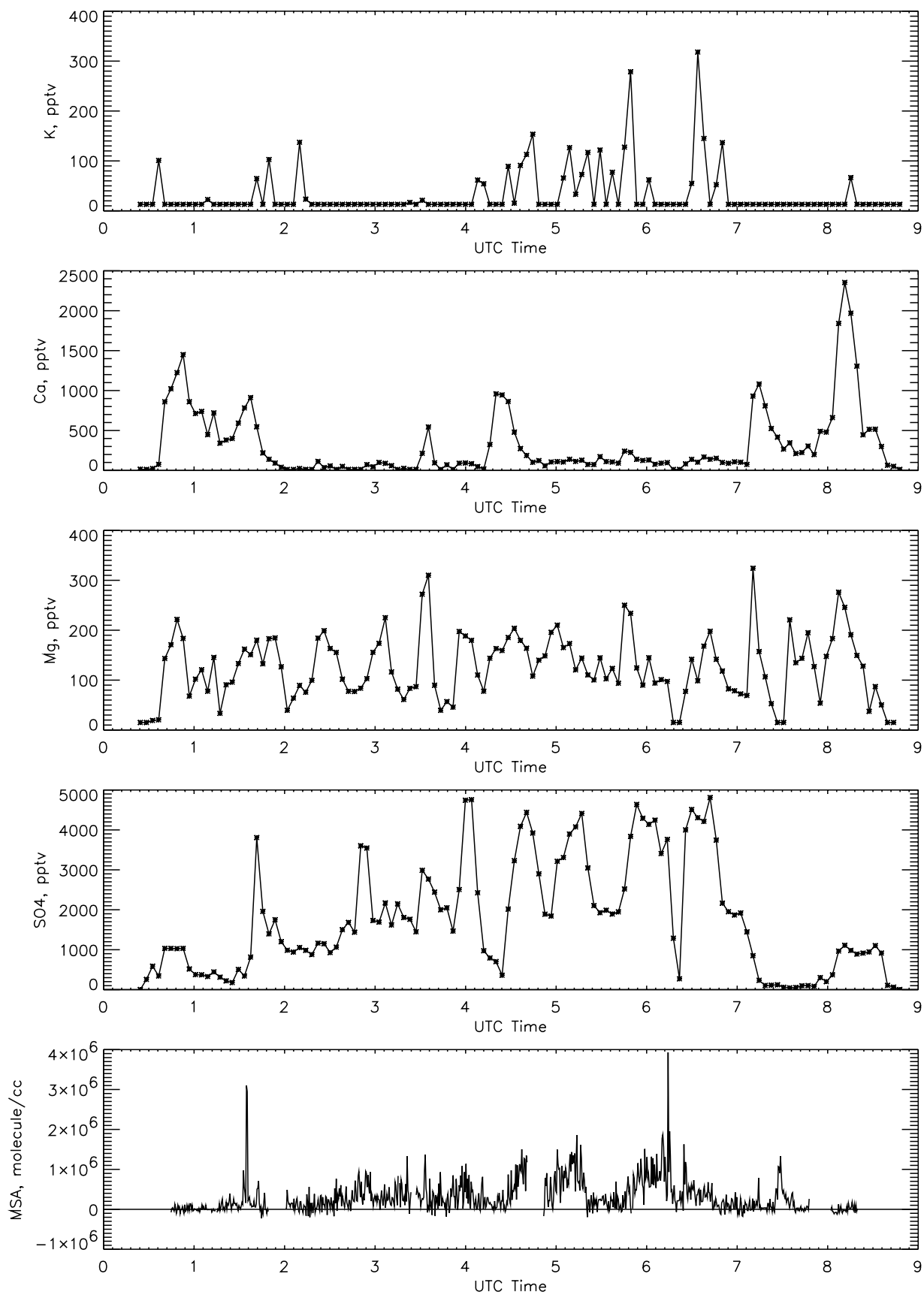
# FINAL DATA: TRACE-P P3-B Flight 17



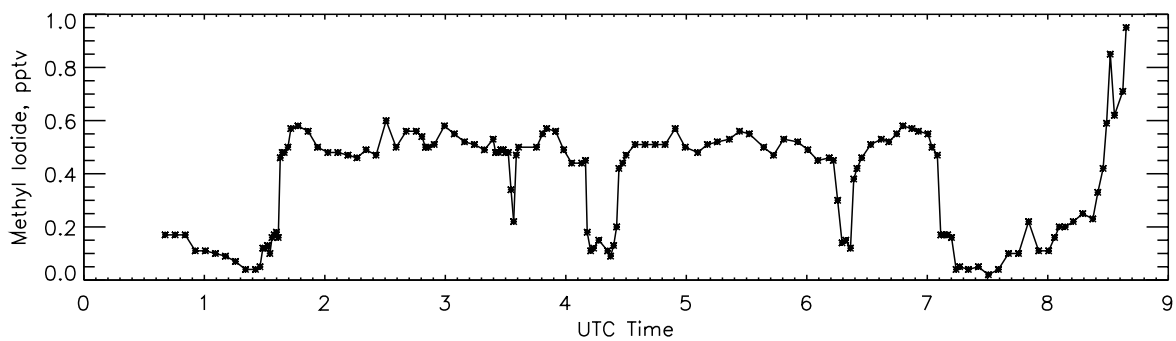
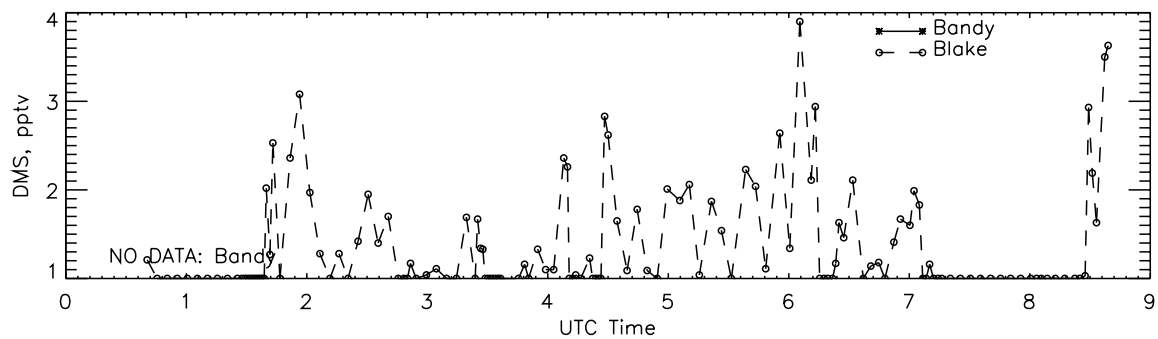
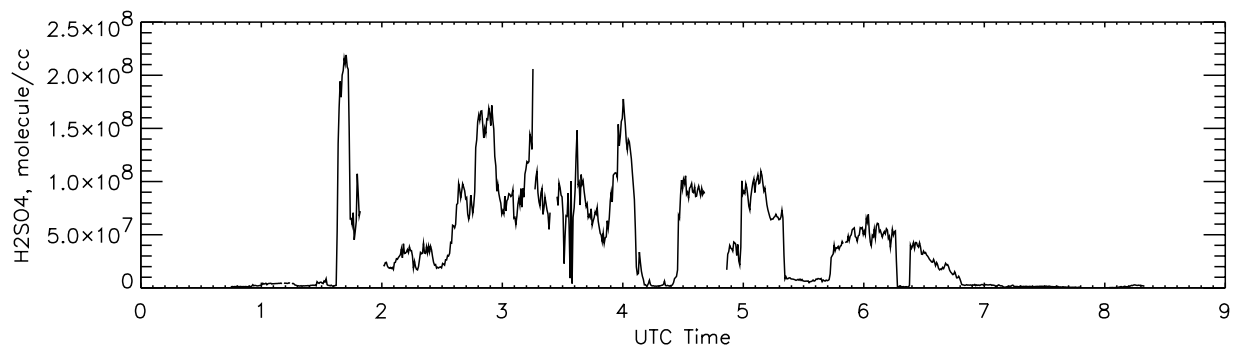
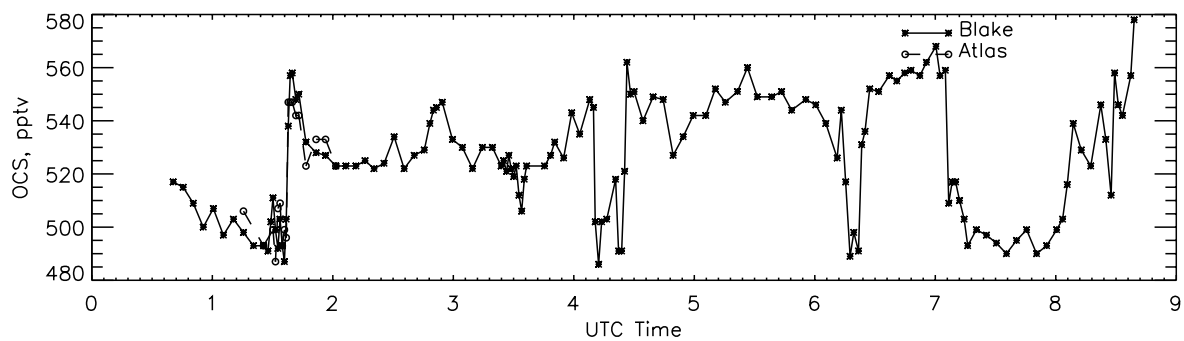
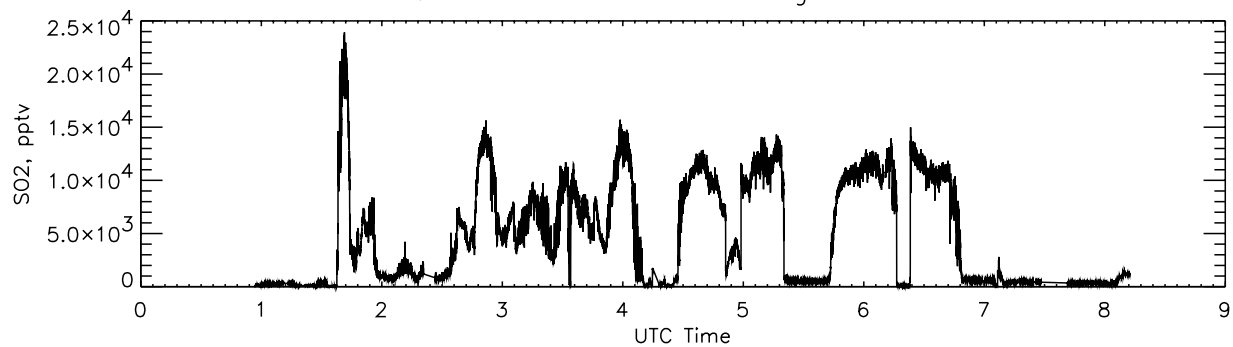
# FINAL DATA: TRACE-P P3-B Flight 17



# FINAL DATA: TRACE-P P3-B Flight 17

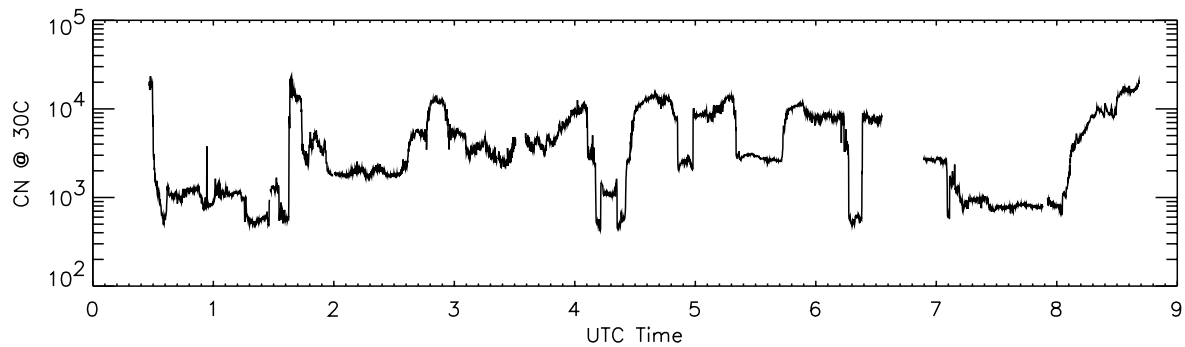
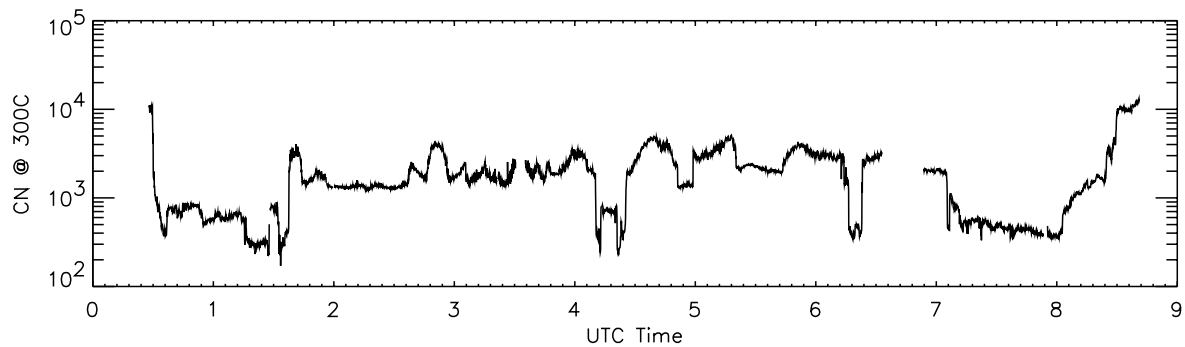
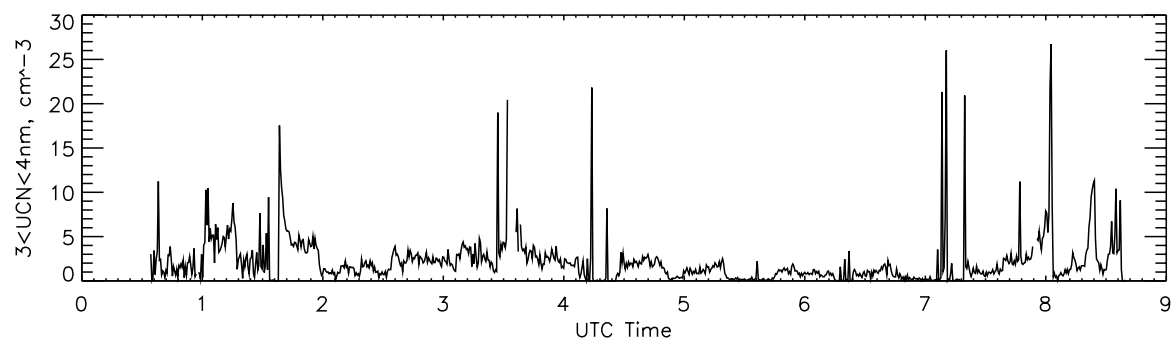
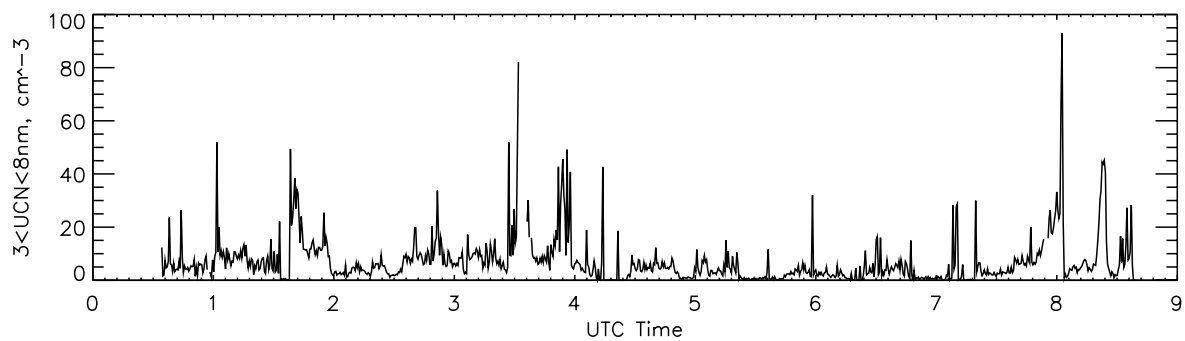
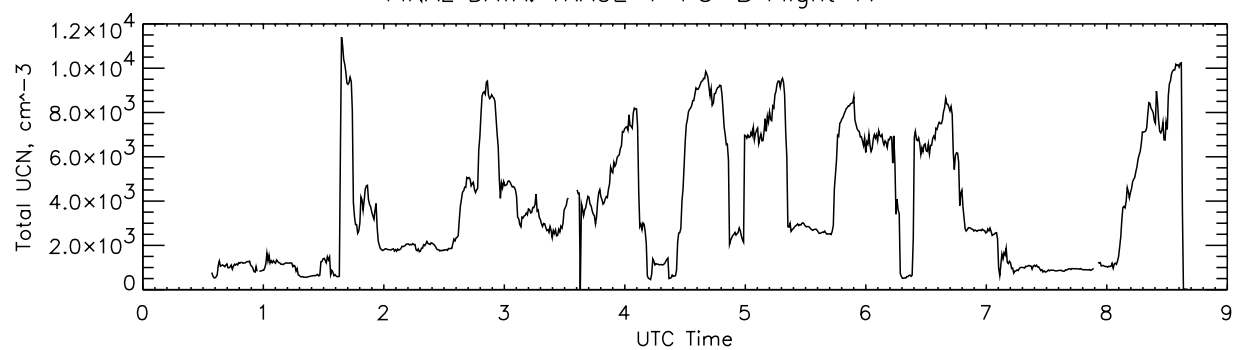


# FINAL DATA: TRACE-P P3-B Flight 17

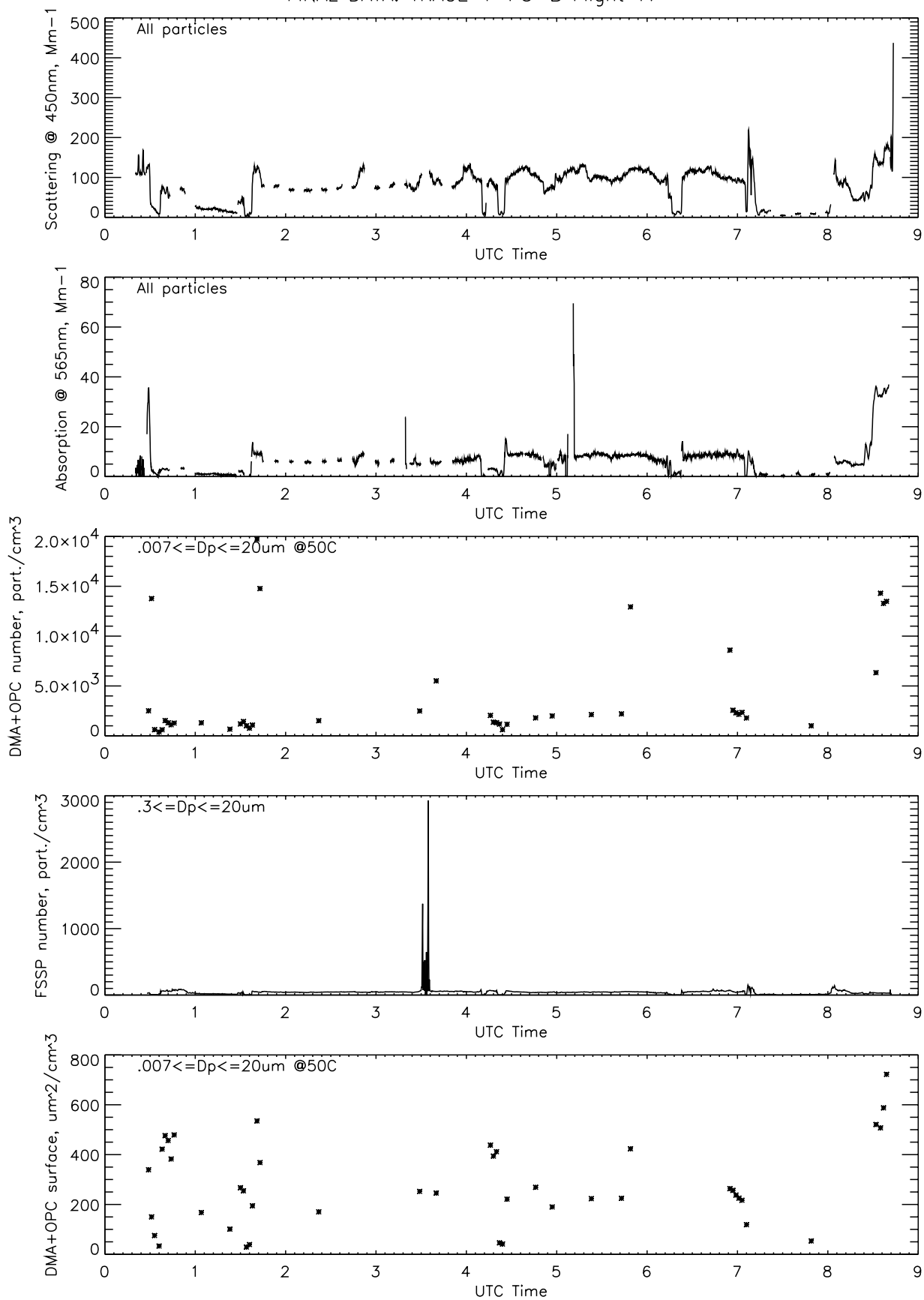




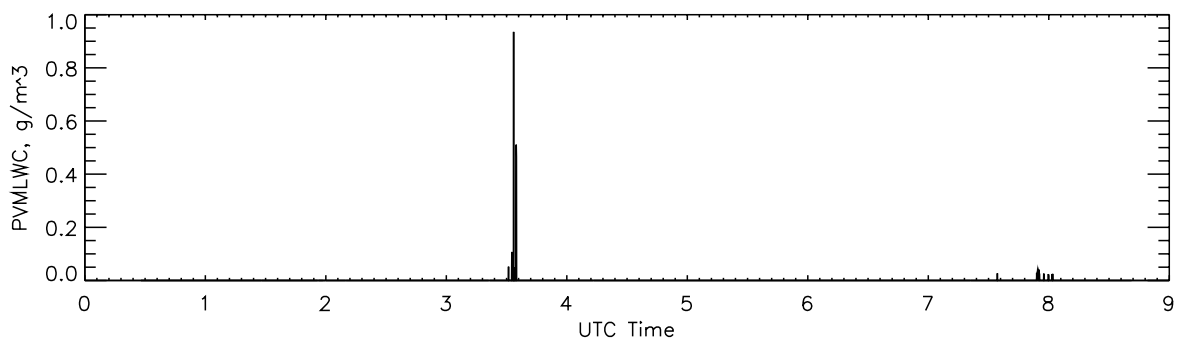
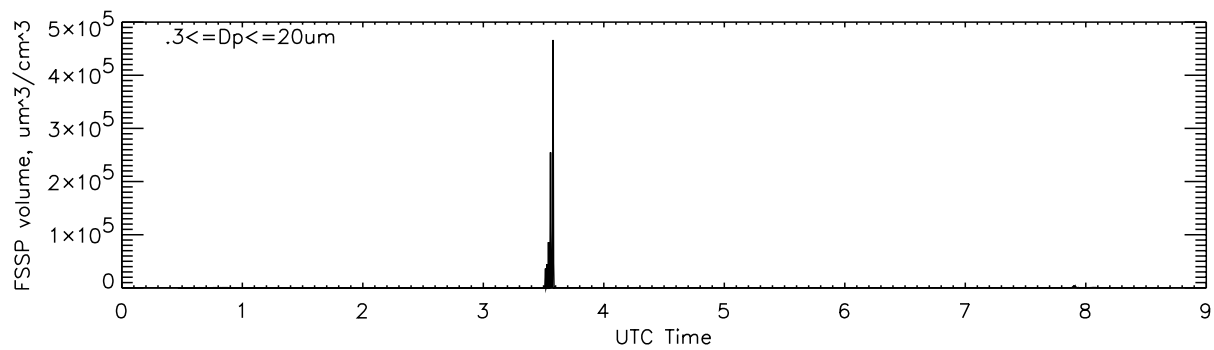
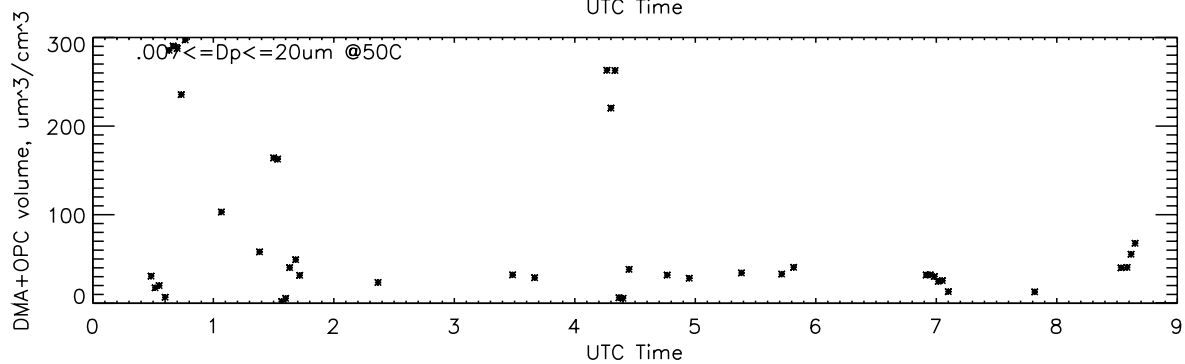
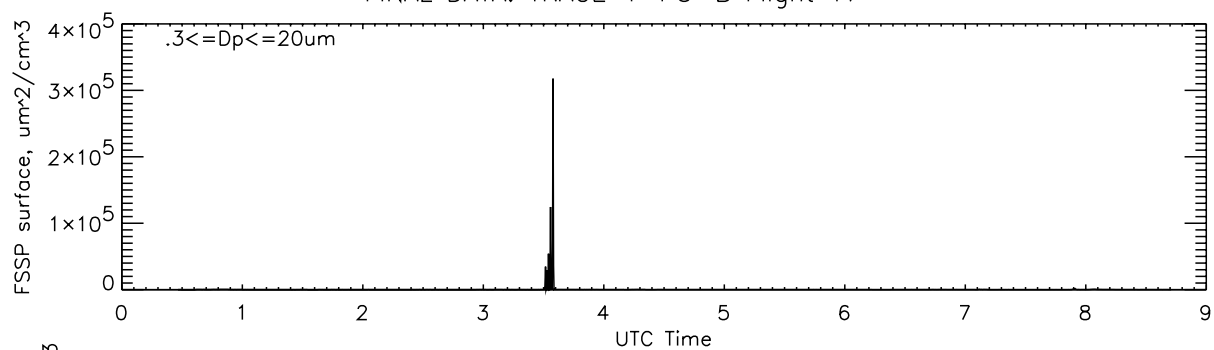
# FINAL DATA: TRACE-P P3-B Flight 17



# FINAL DATA: TRACE-P P3-B Flight 17

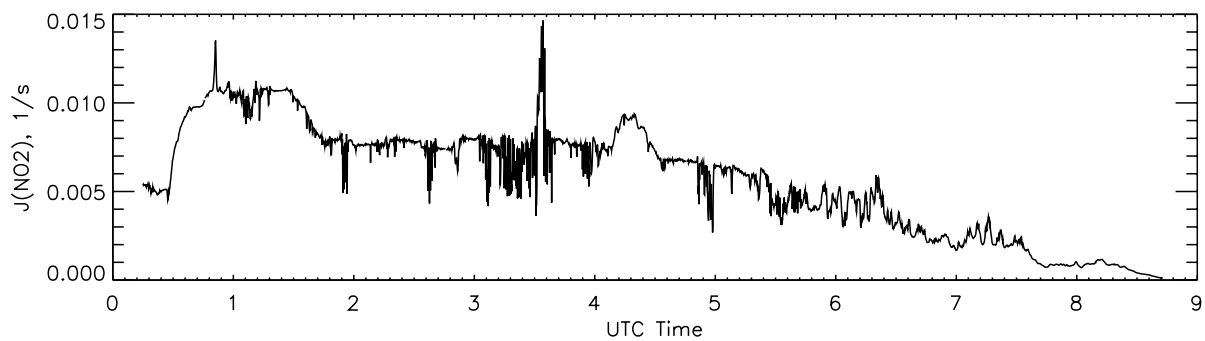
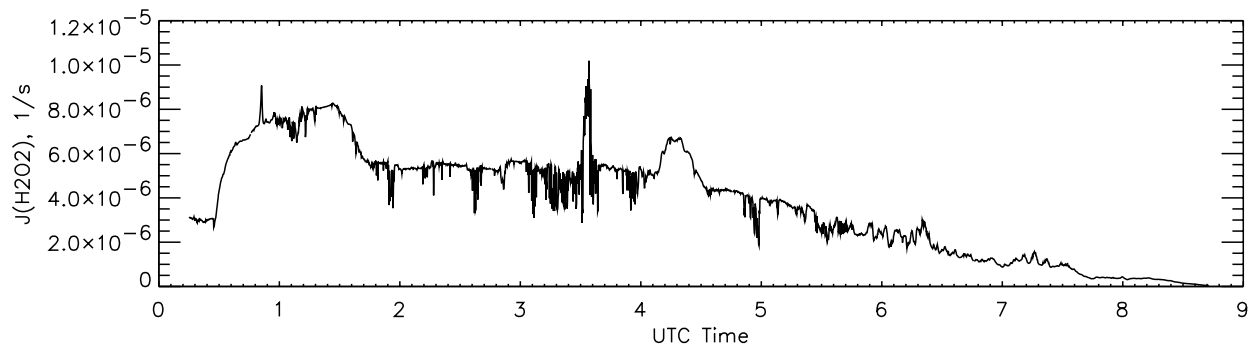
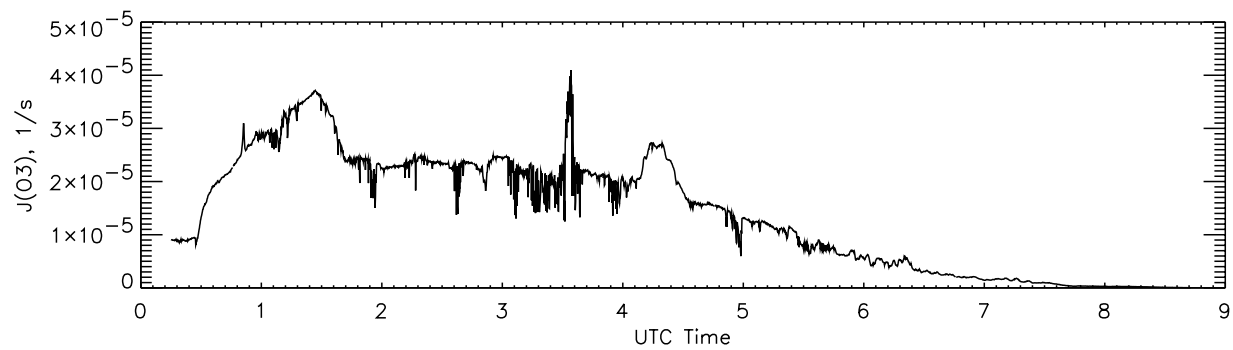
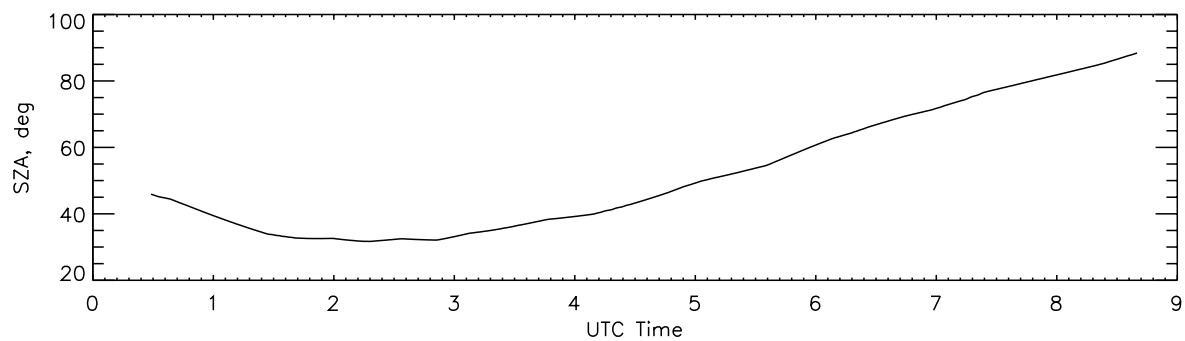
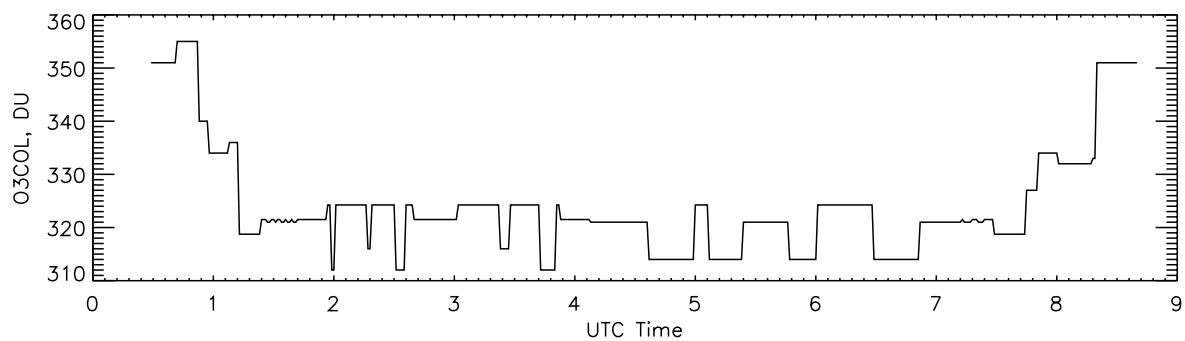


# FINAL DATA: TRACE-P P3-B Flight 17

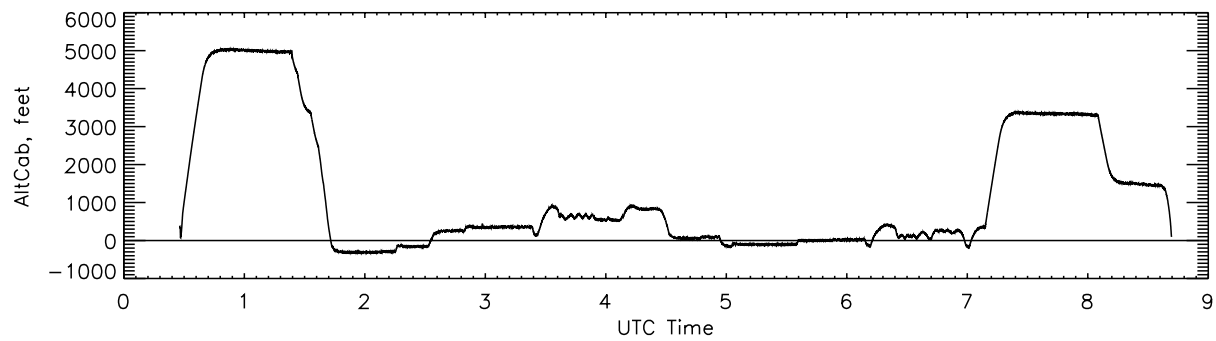
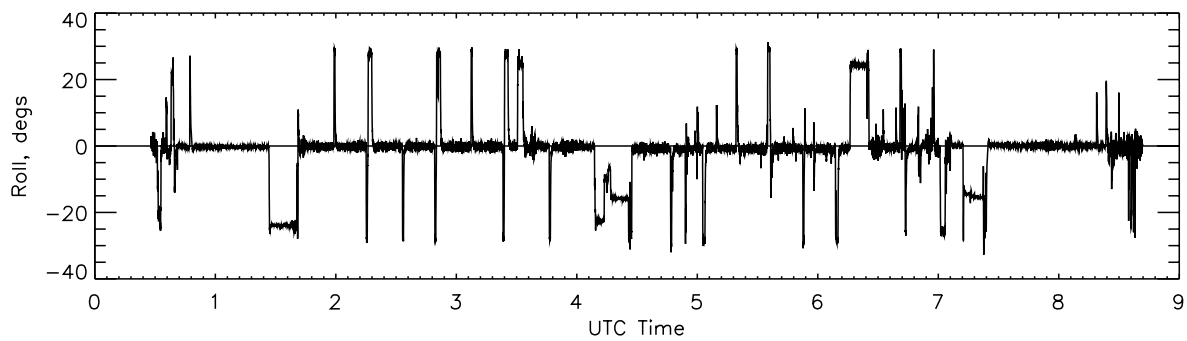
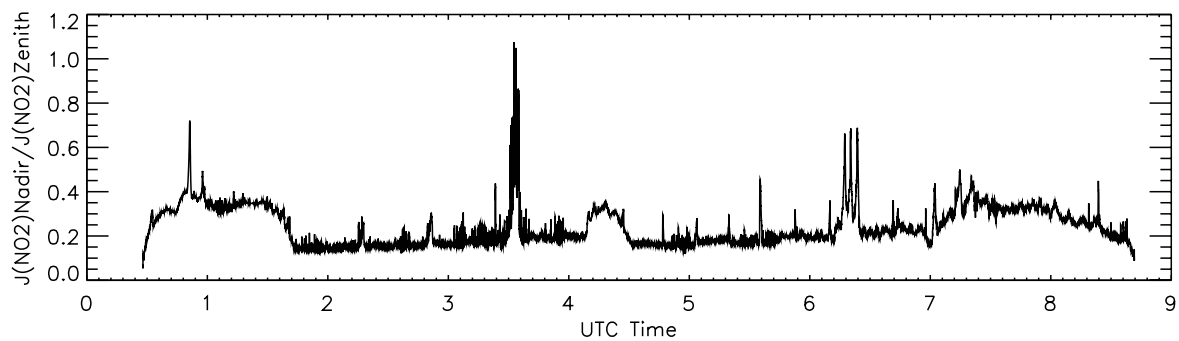
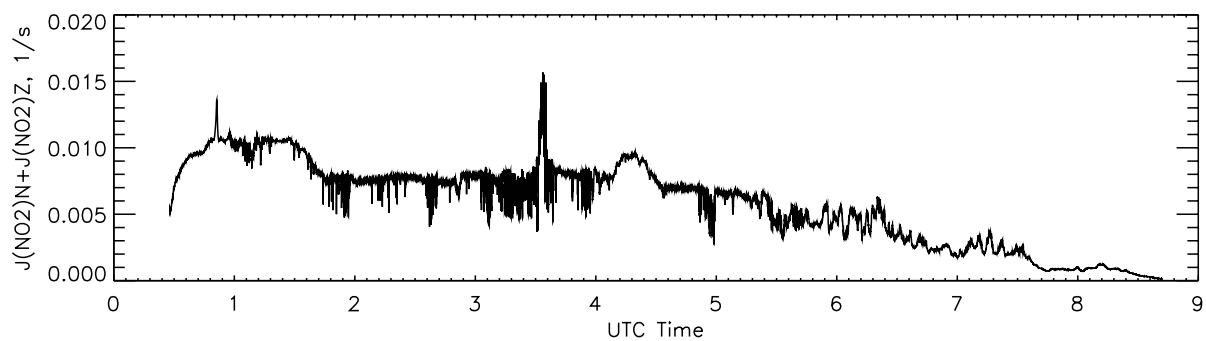


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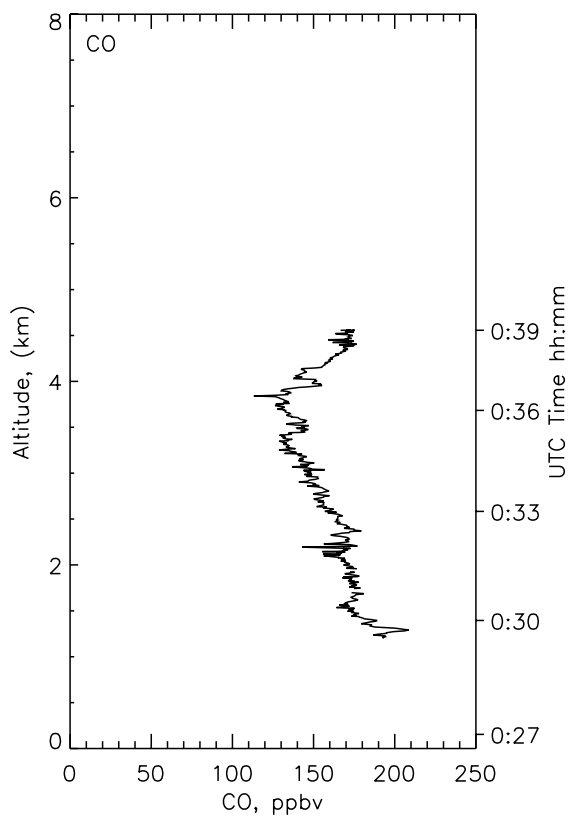
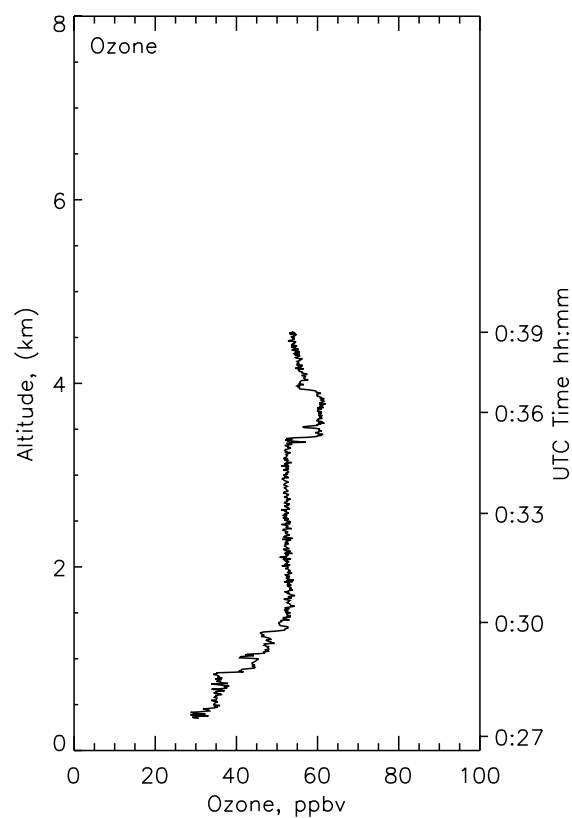
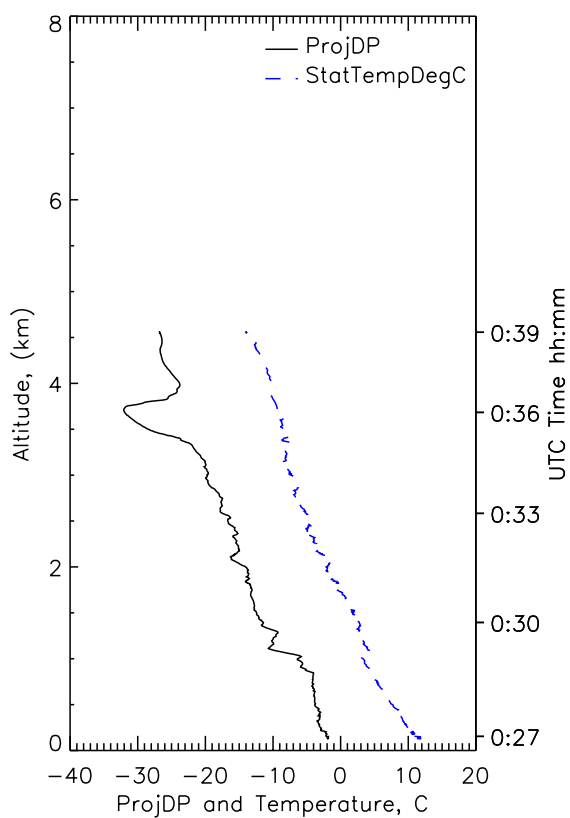
# FINAL DATA: TRACE-P P3-B Flight 17



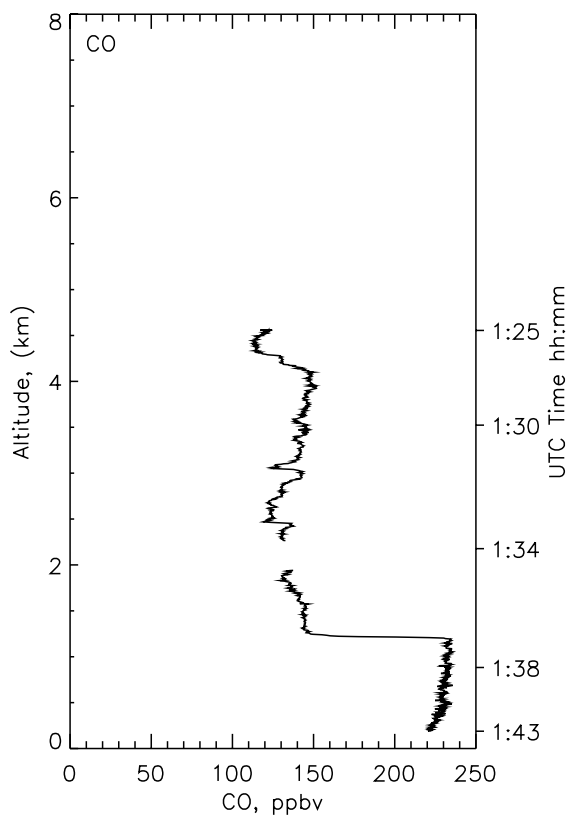
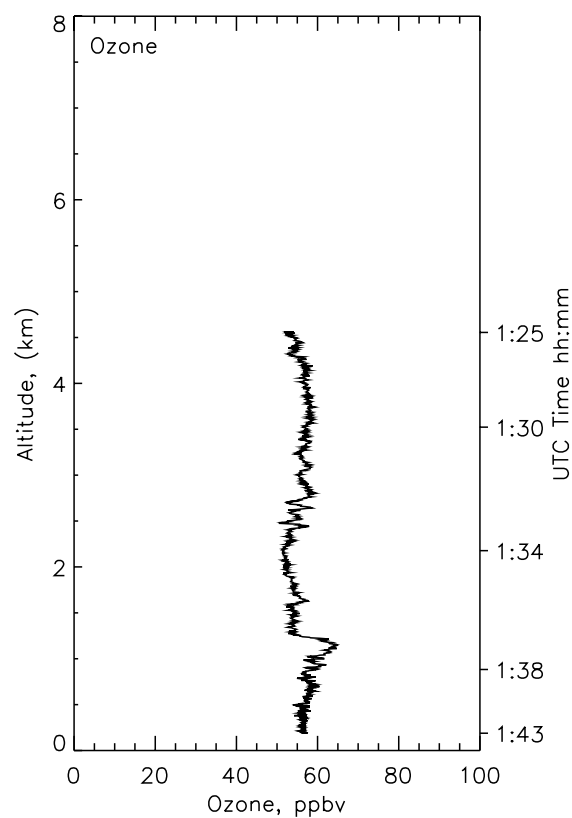
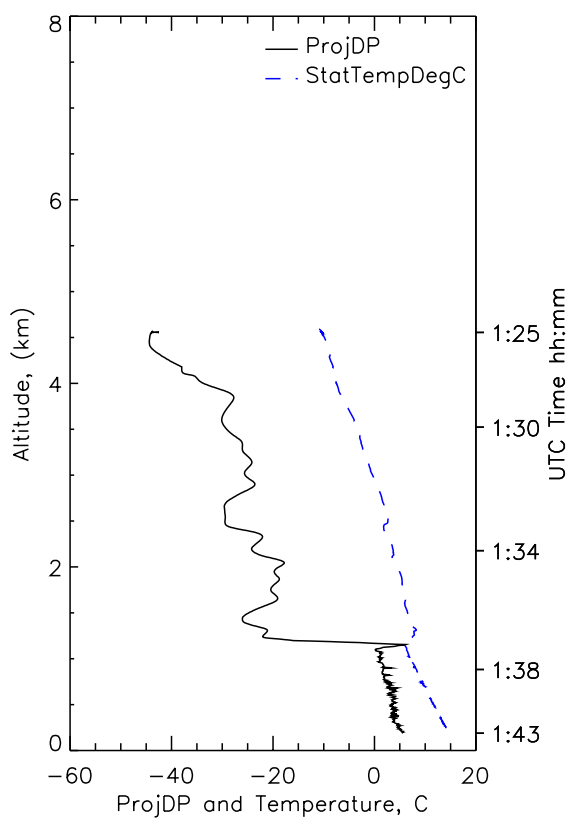
# FINAL DATA: TRACE-P P3-B Flight 17



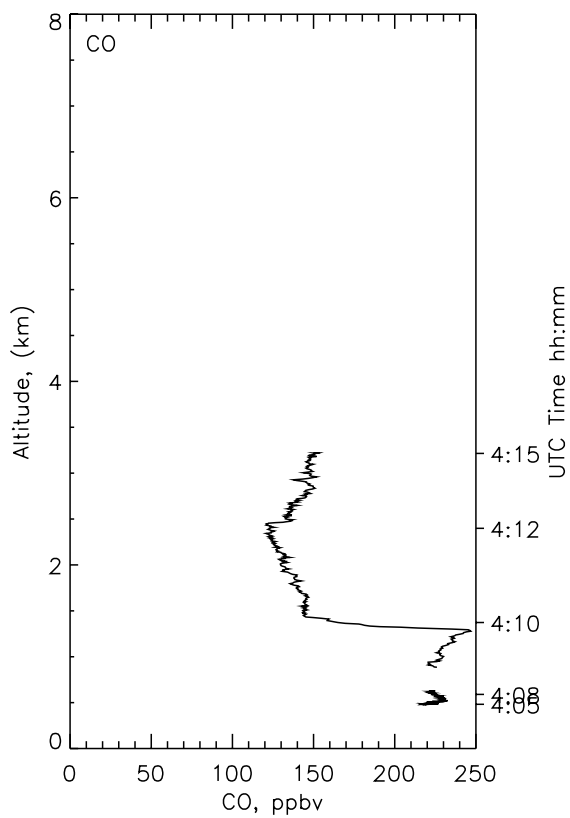
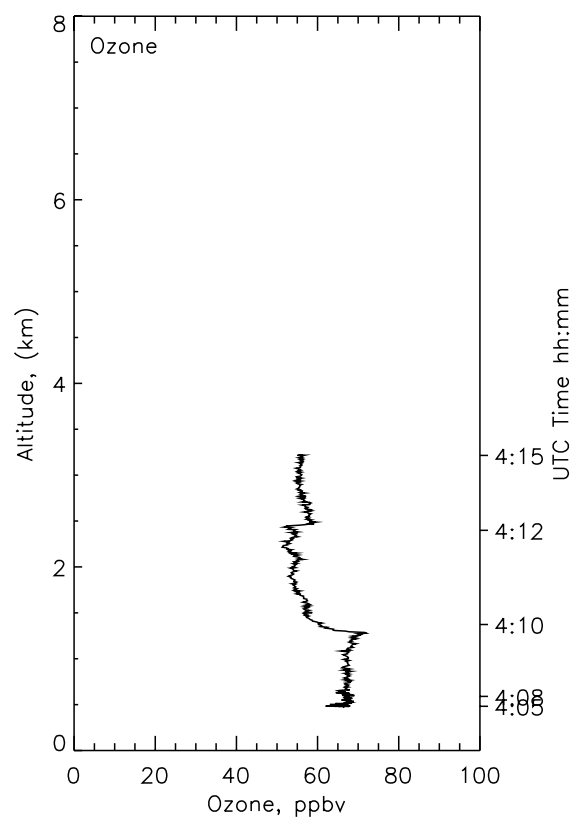
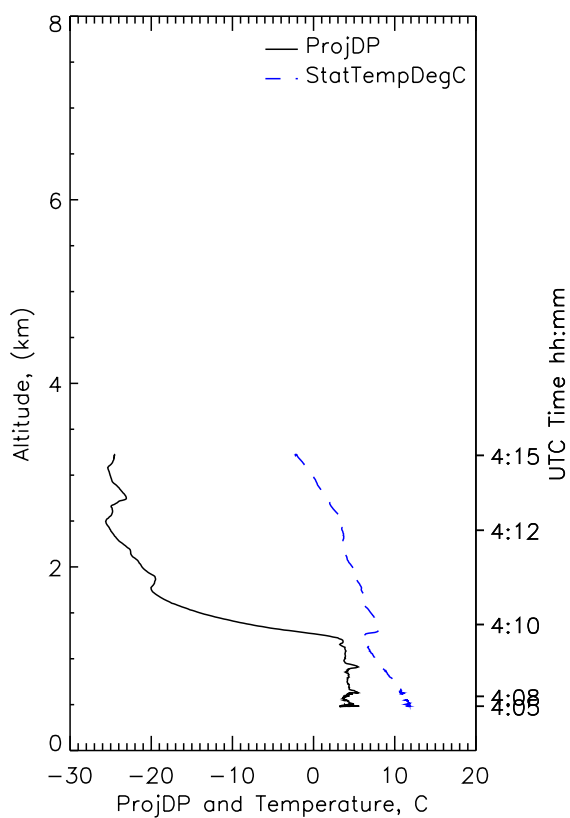
Profile # 1 TRACE-P P3-B Flight 17



# Profile # 2 TRACE-P P3-B Flight 17

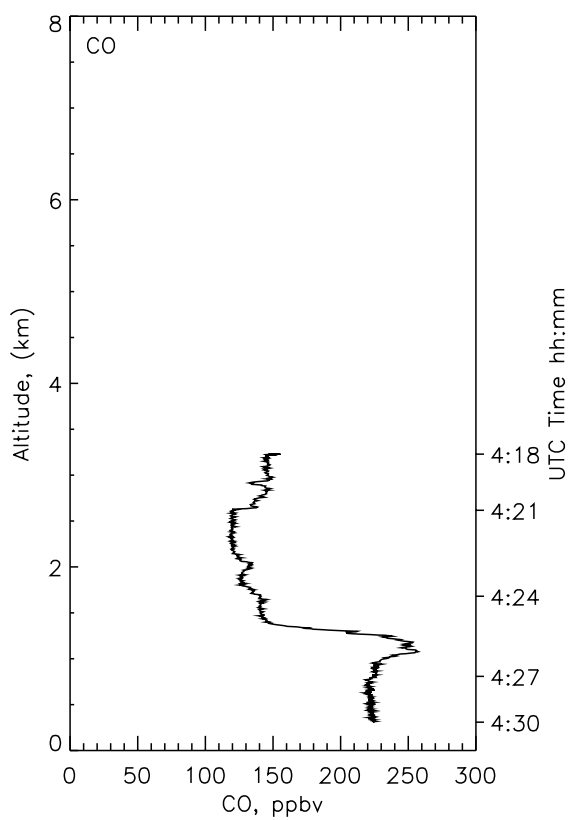
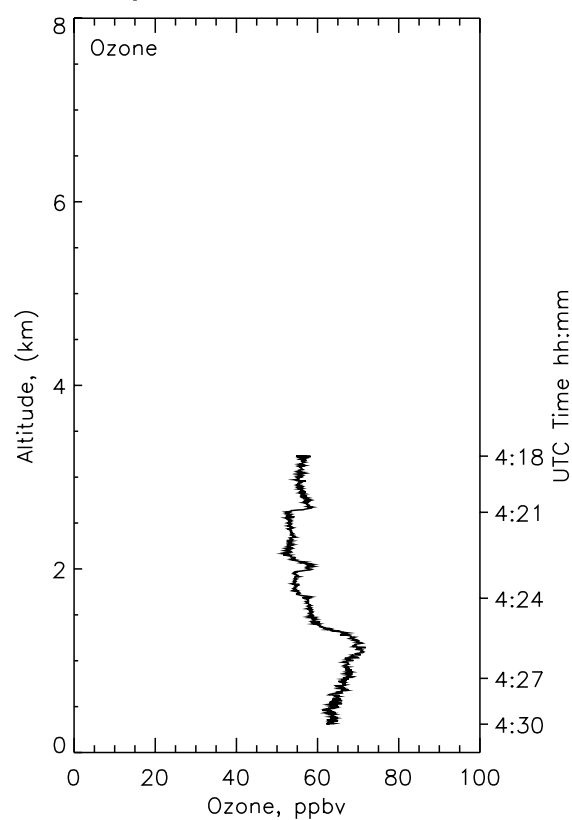
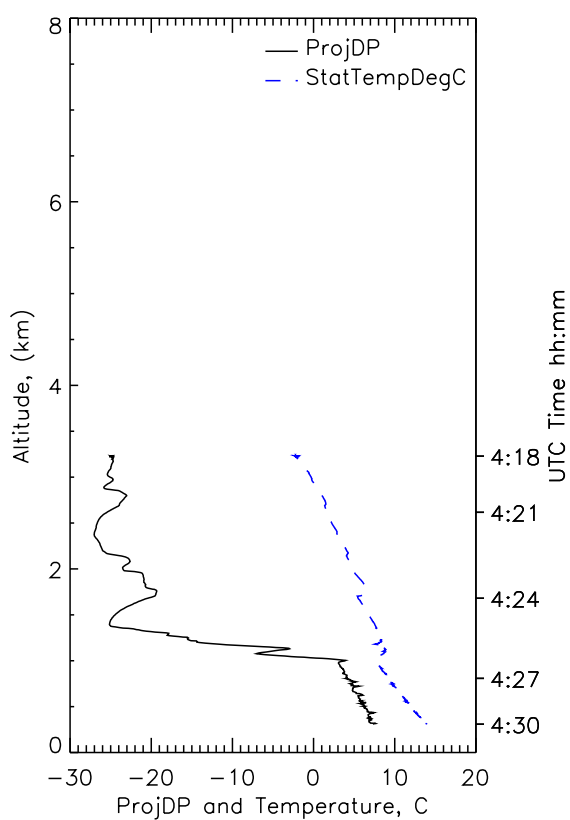


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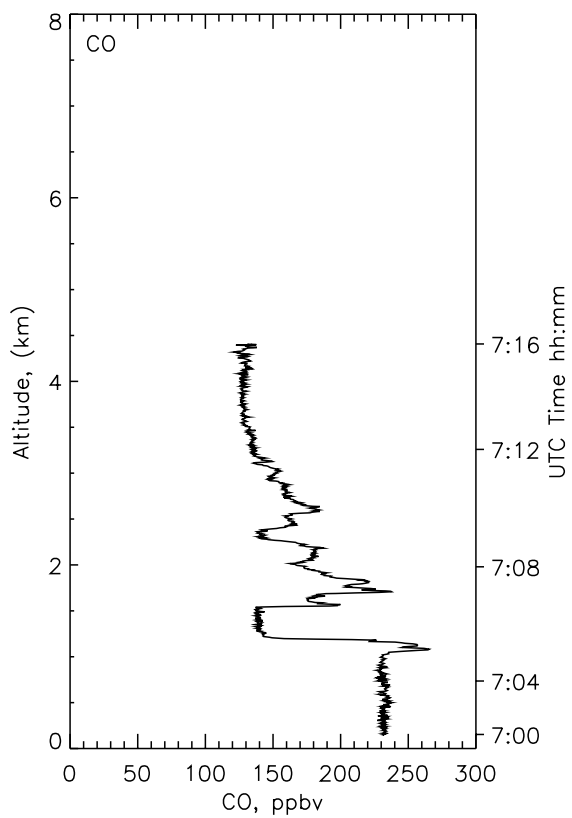
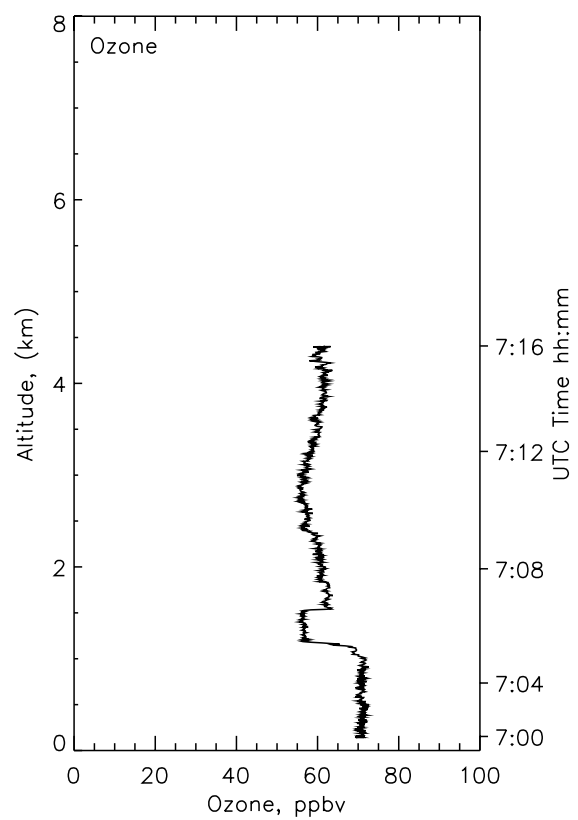
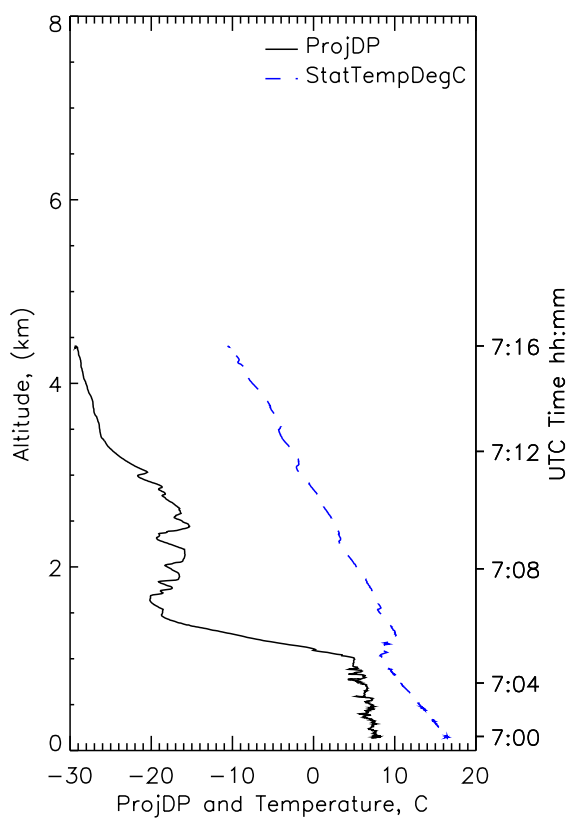




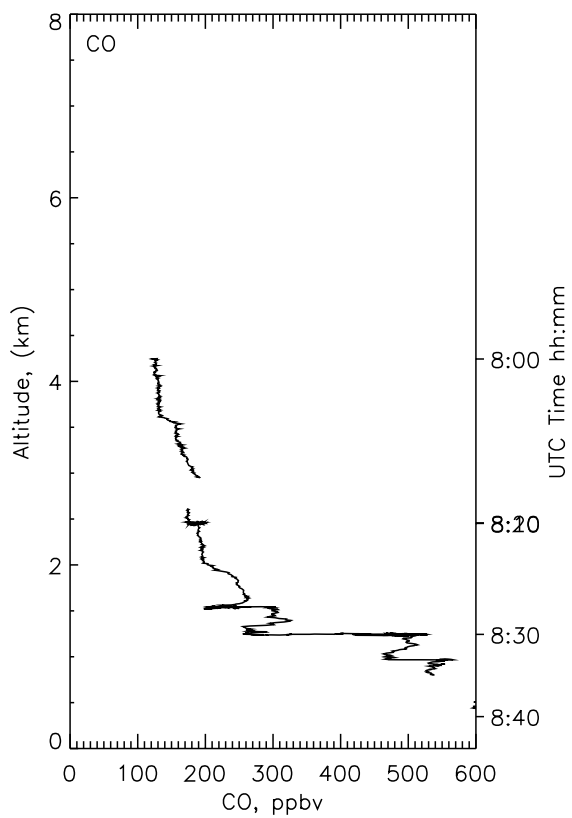
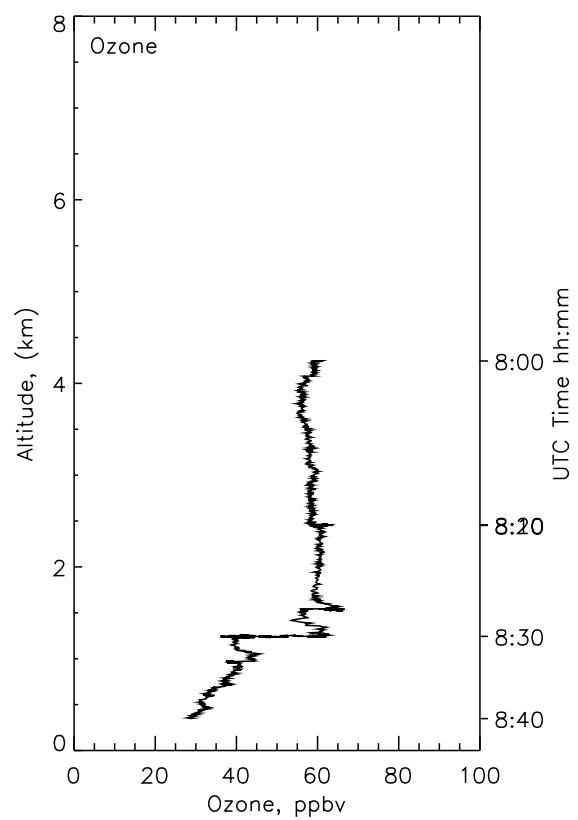
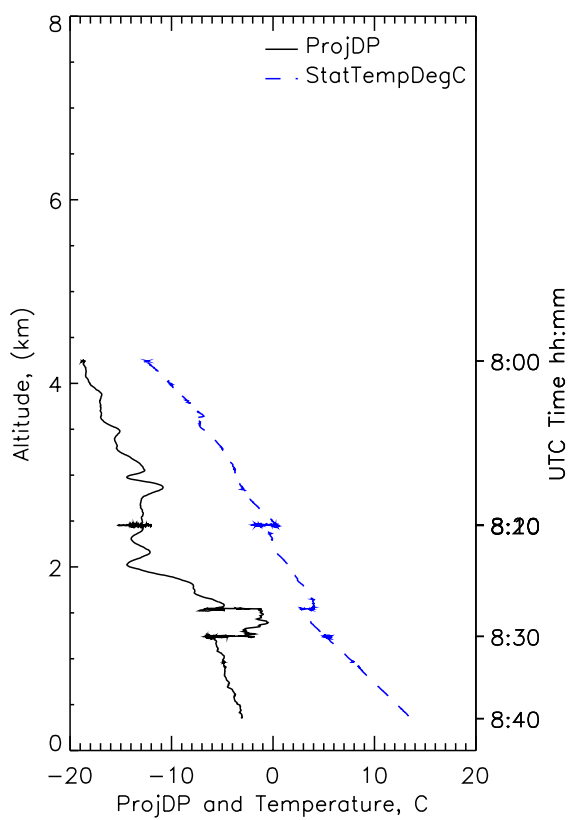
# Profile # 4 TRACE-P P3-B Flight 17



Profile # 5 TRACE-P P3-B Flight 17



Profile # 6 TRACE-P P3-B Flight 17



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 18P

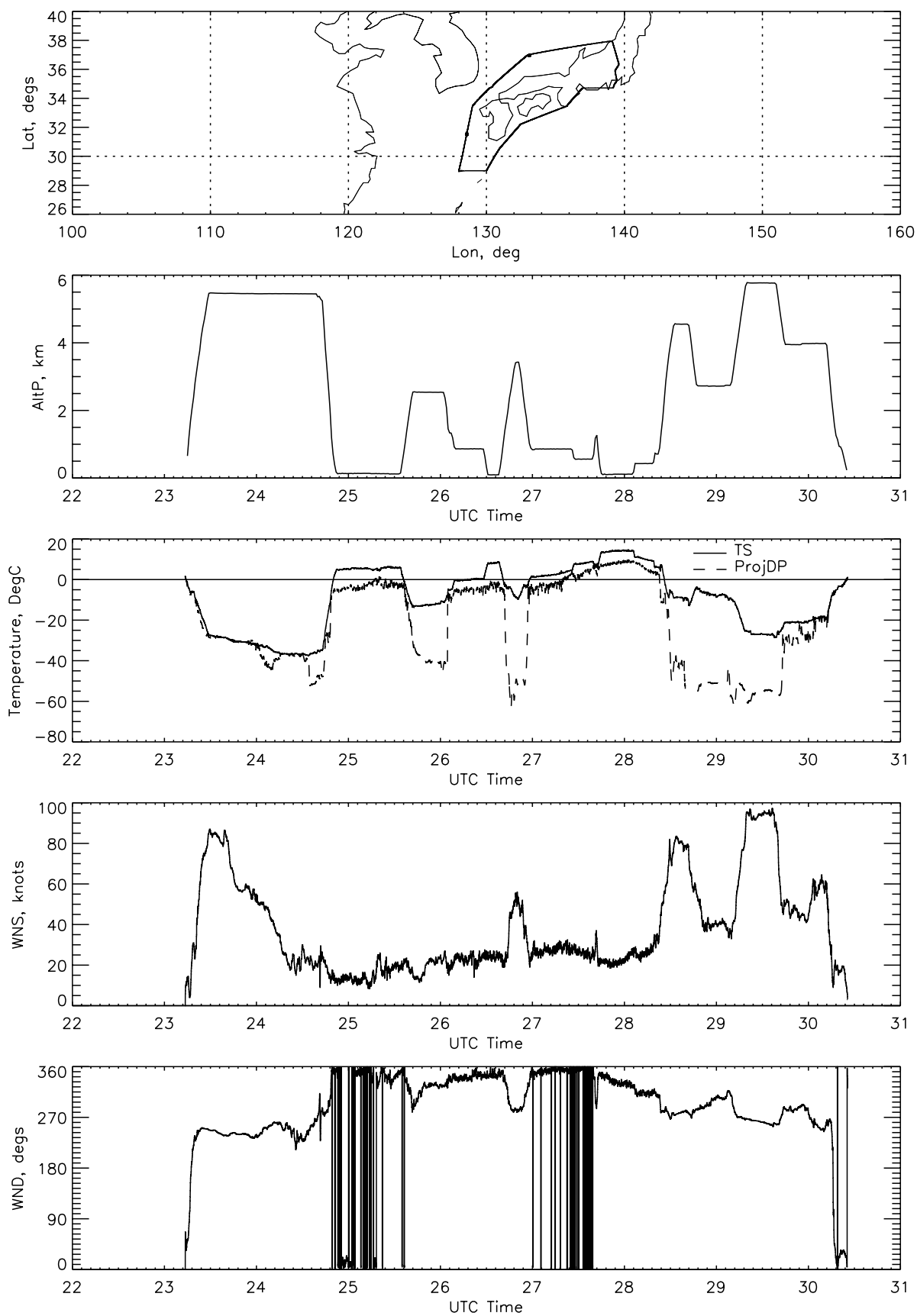
Local: Yokota No. 4

ACE-Asia; Asian Outflow to Sea of Japan;  
TERRA Underpass

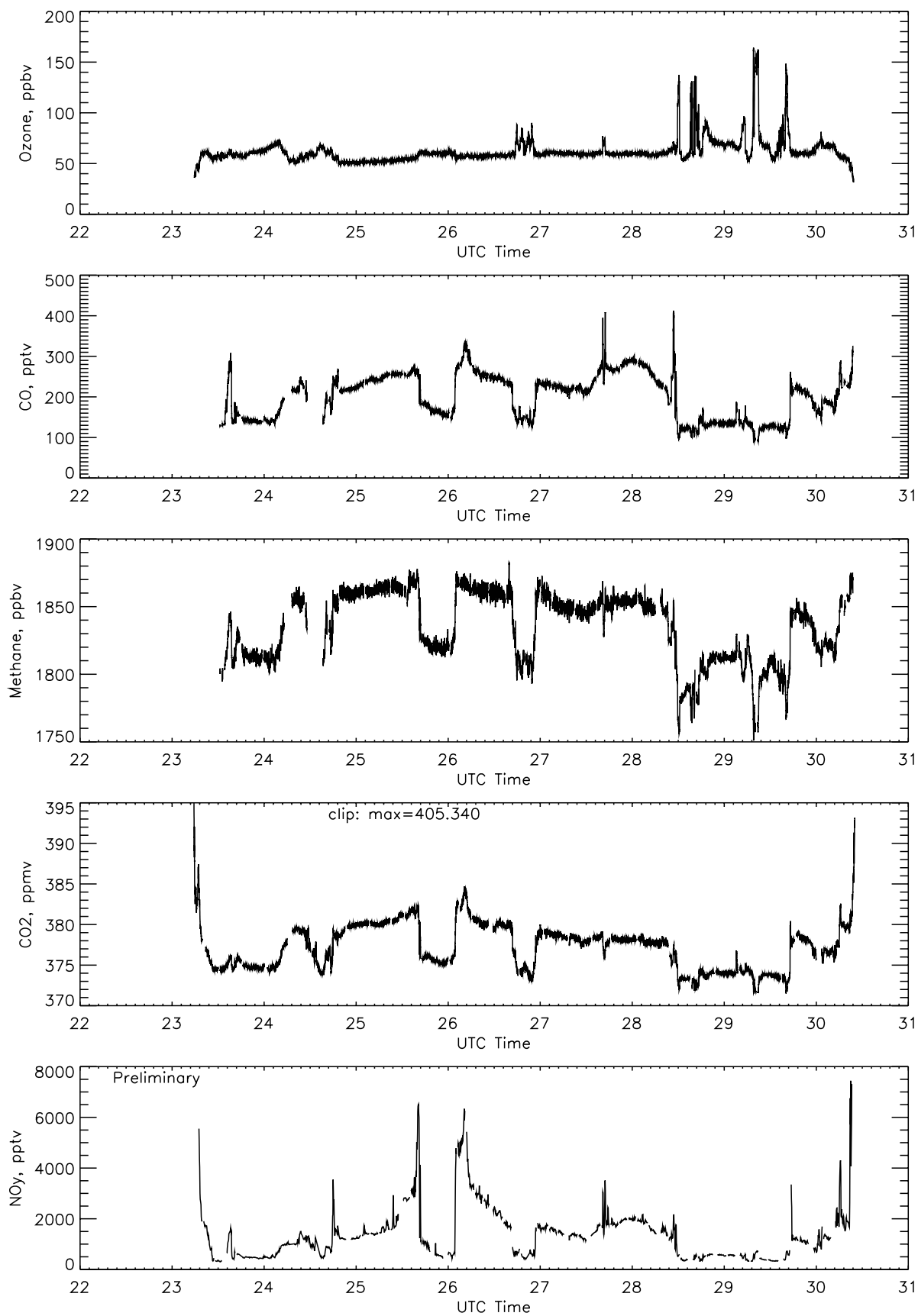
March 30, 2001



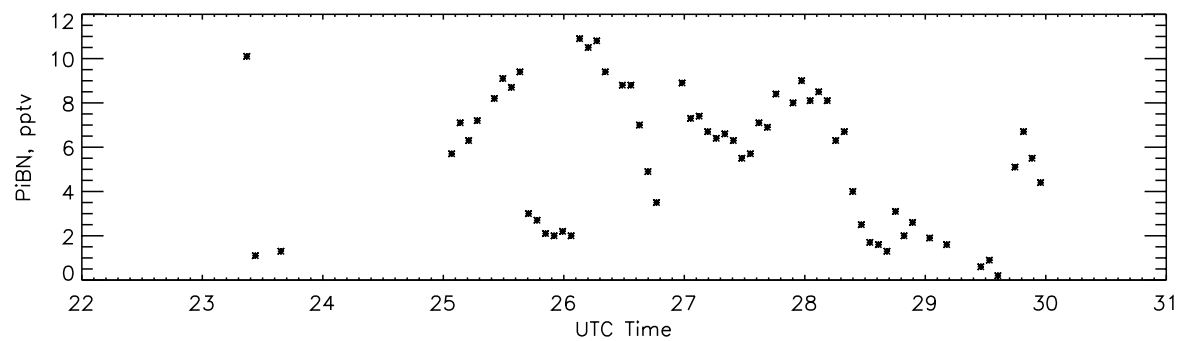
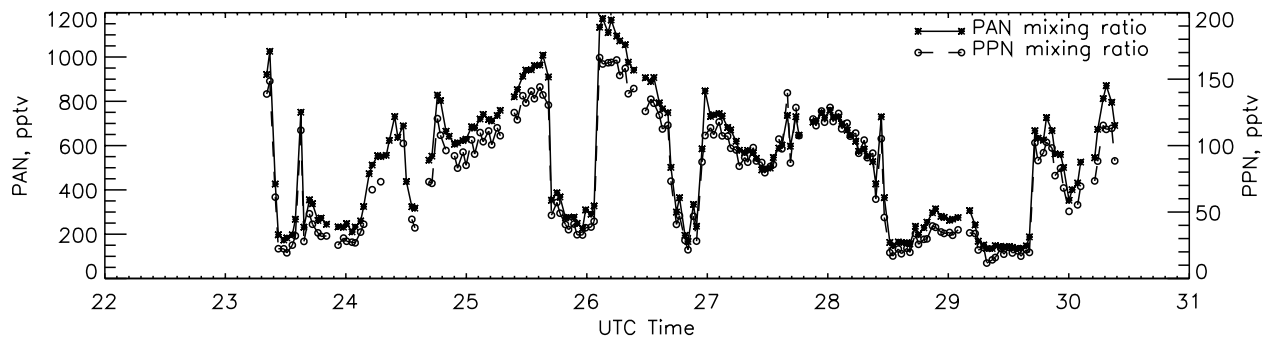
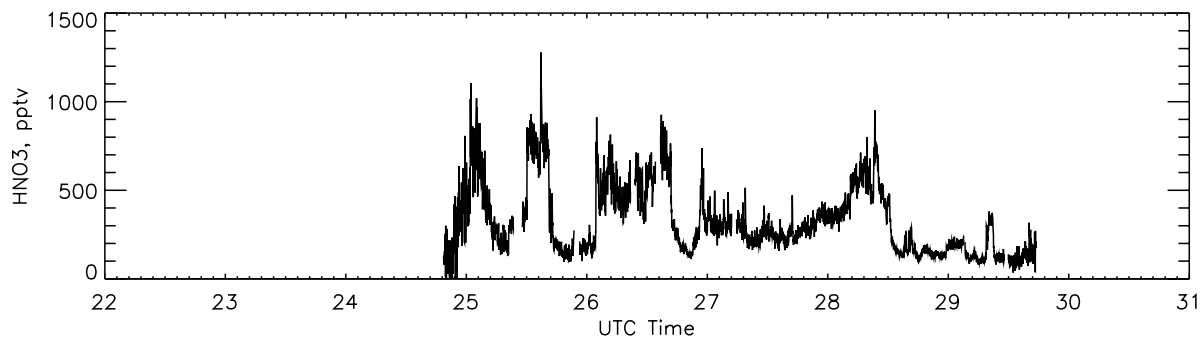
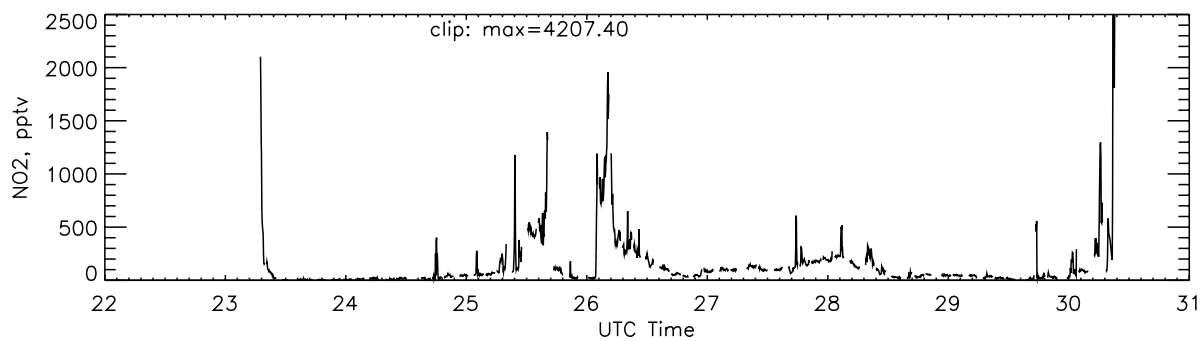
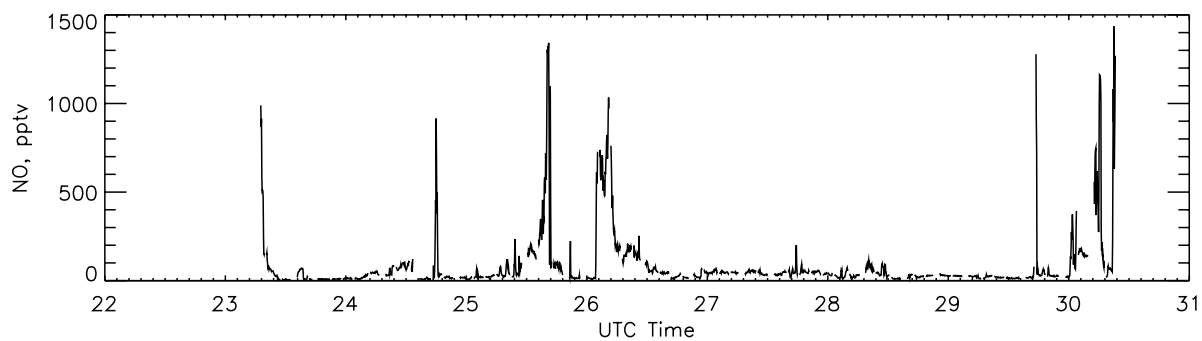
# FINAL DATA: TRACE-P P3-B Flight 18



FINAL DATA: TRACE-P P3-B Flight 18

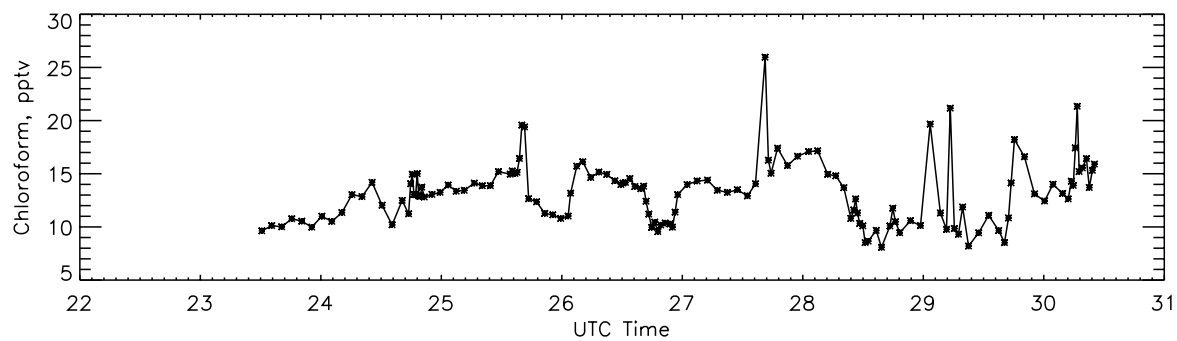
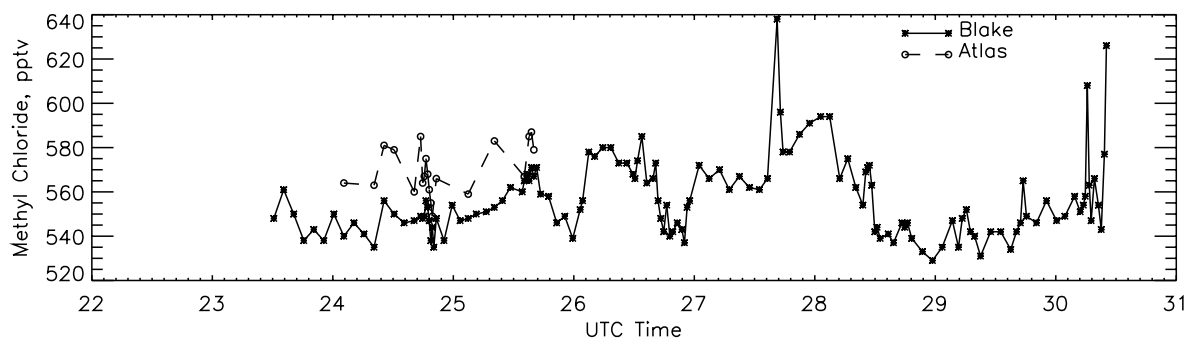
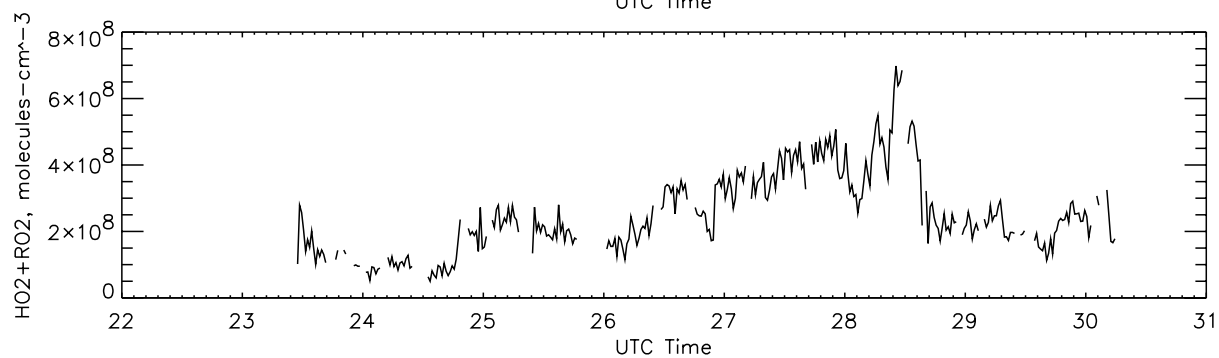
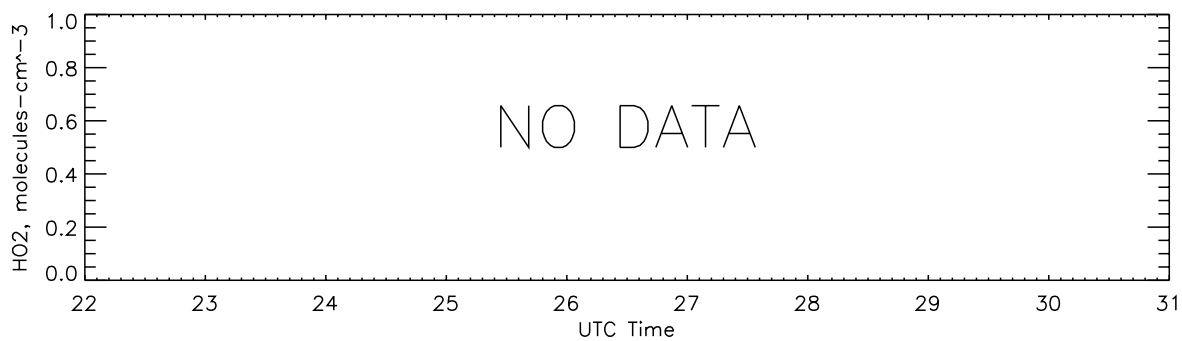
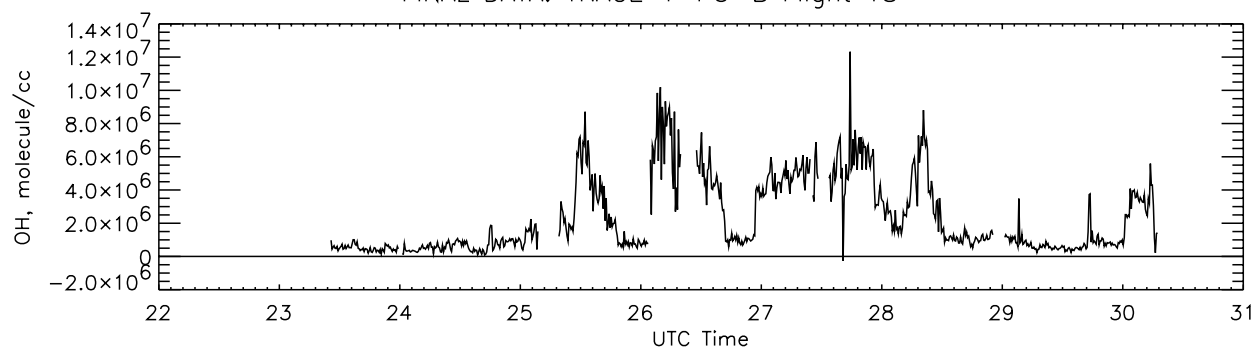


# FINAL DATA: TRACE-P P3-B Flight 18

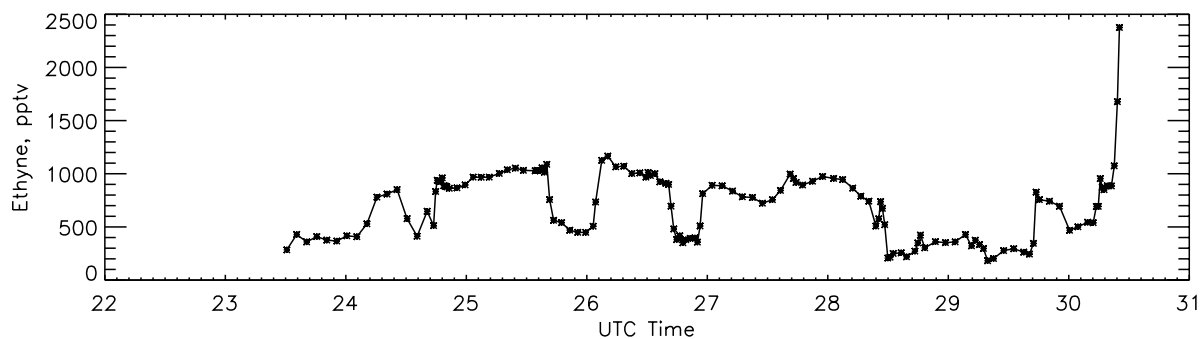
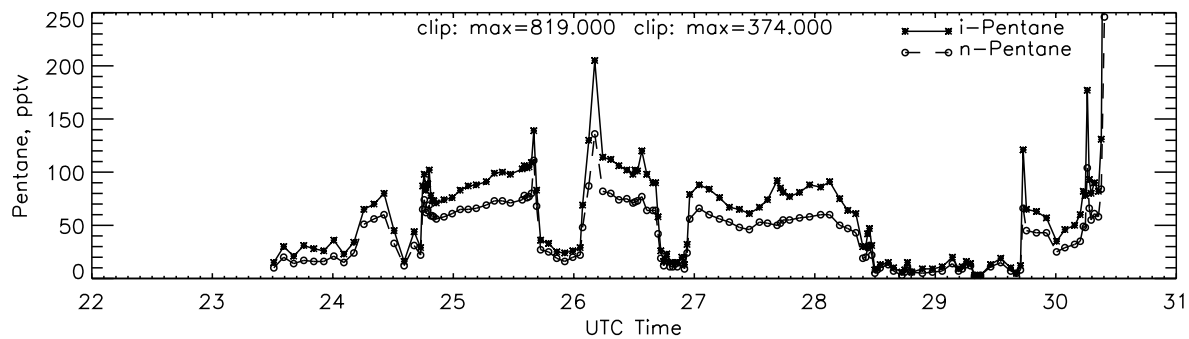
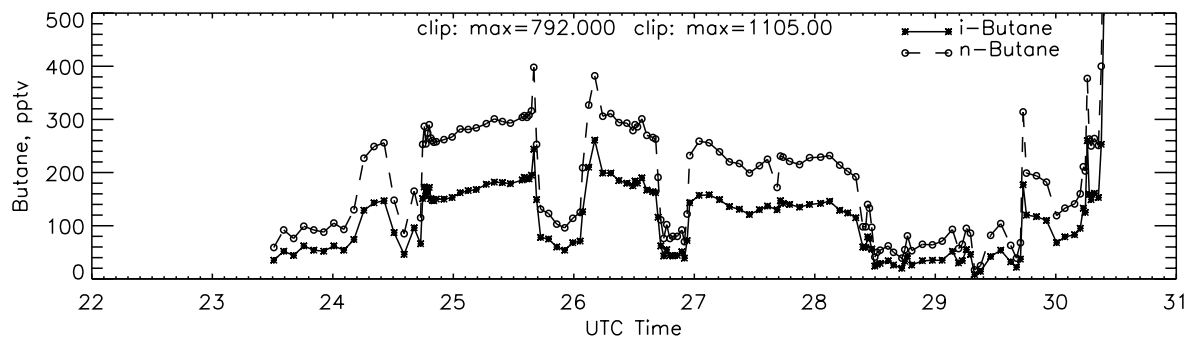
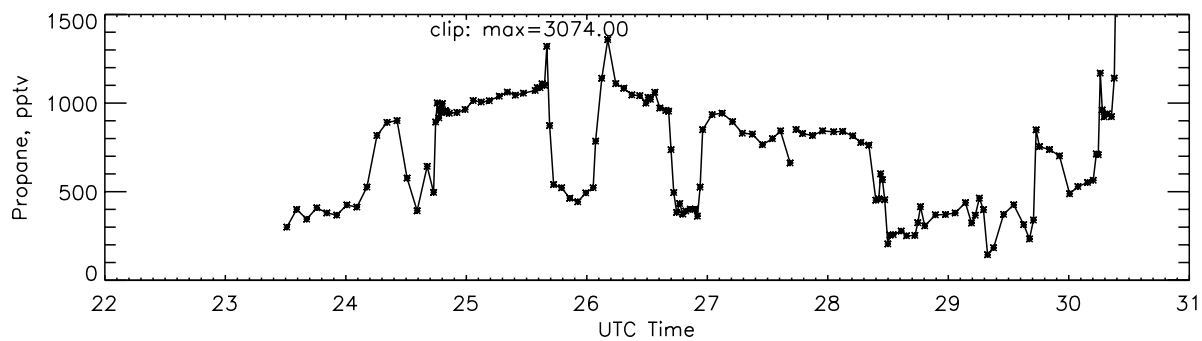
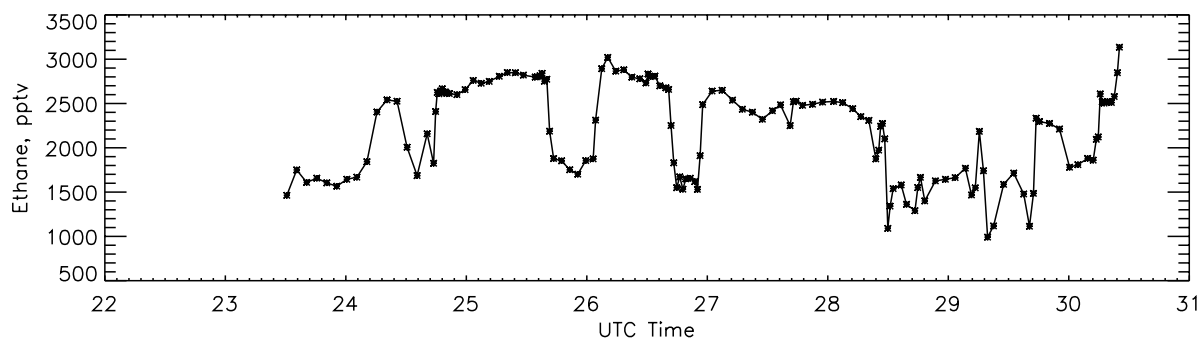




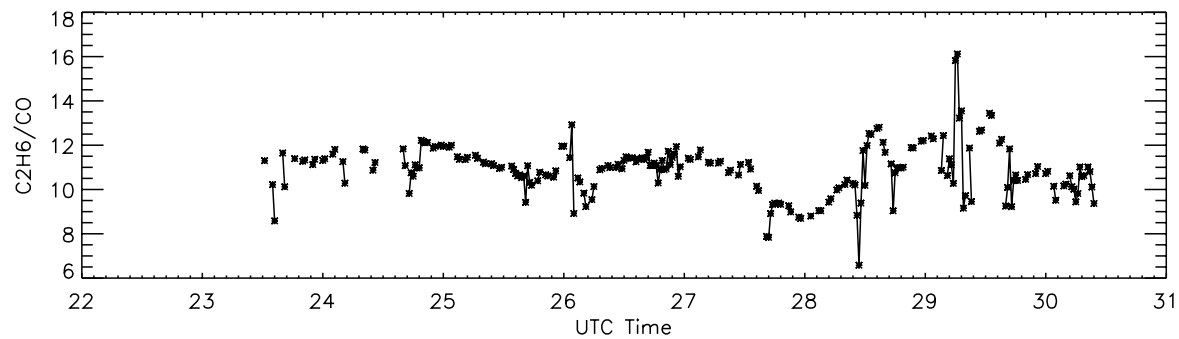
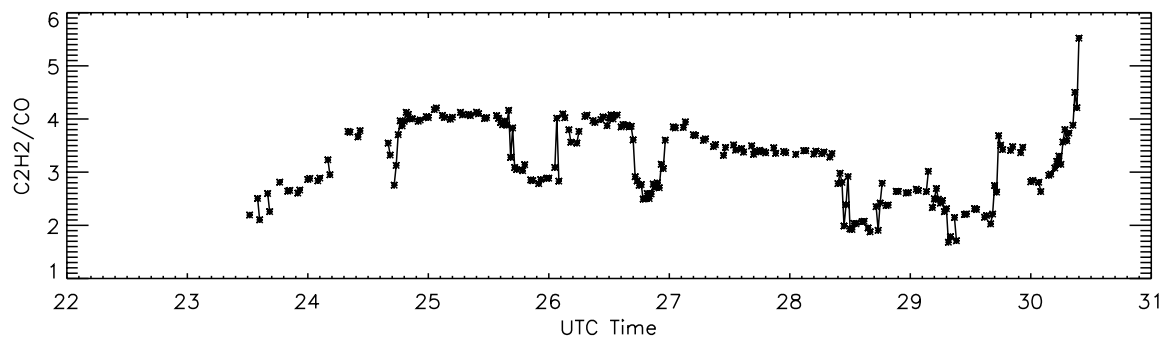
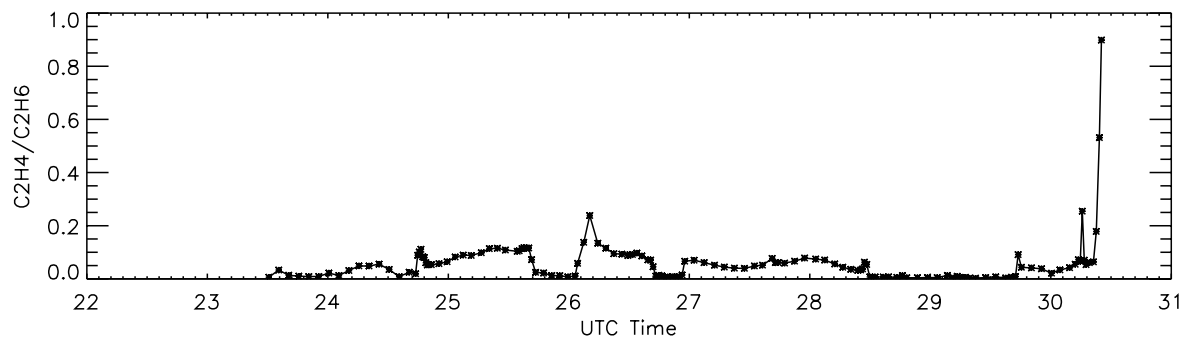
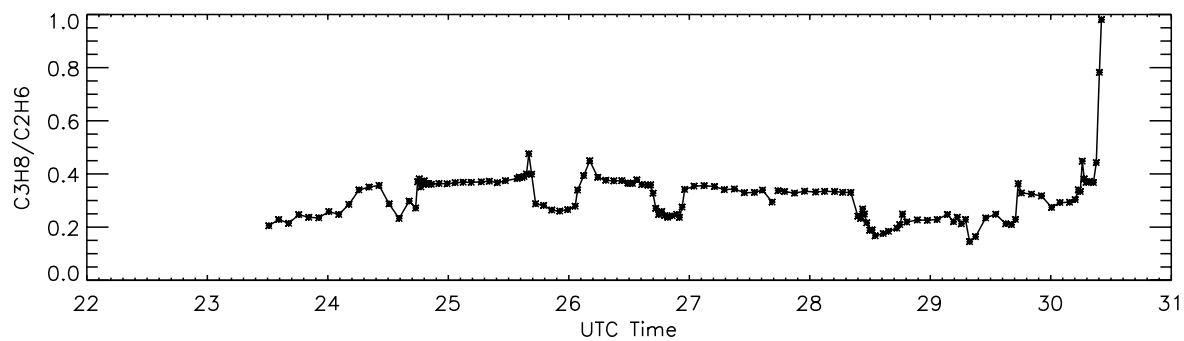
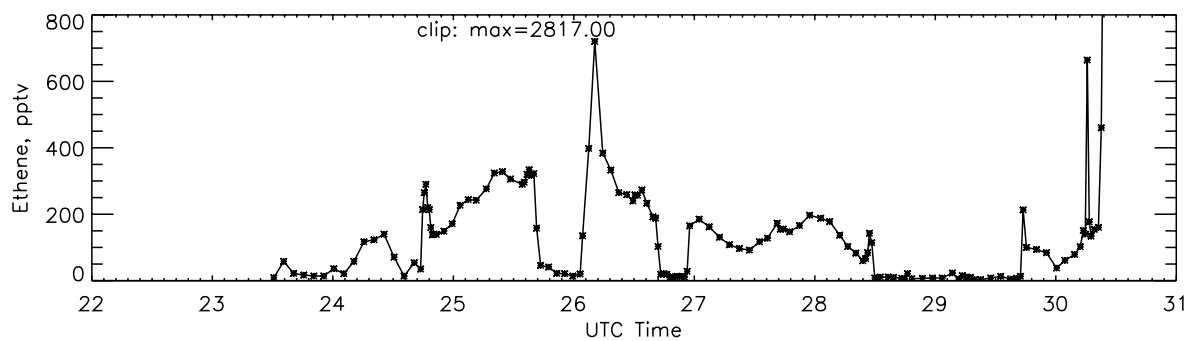
# FINAL DATA: TRACE-P P3-B Flight 18



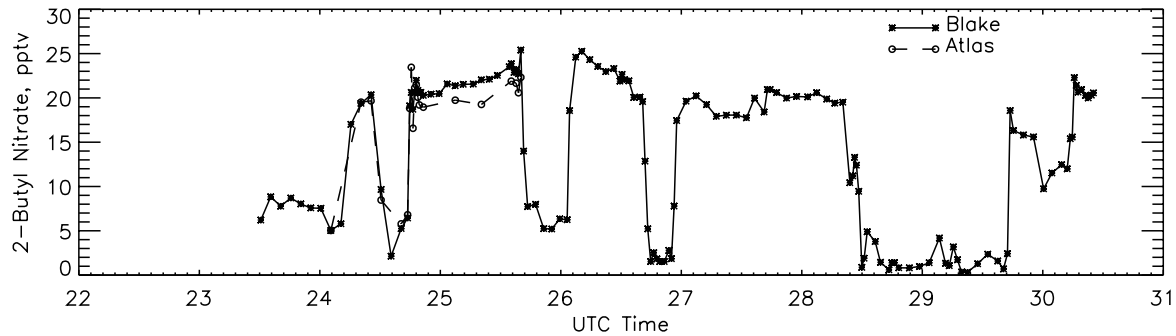
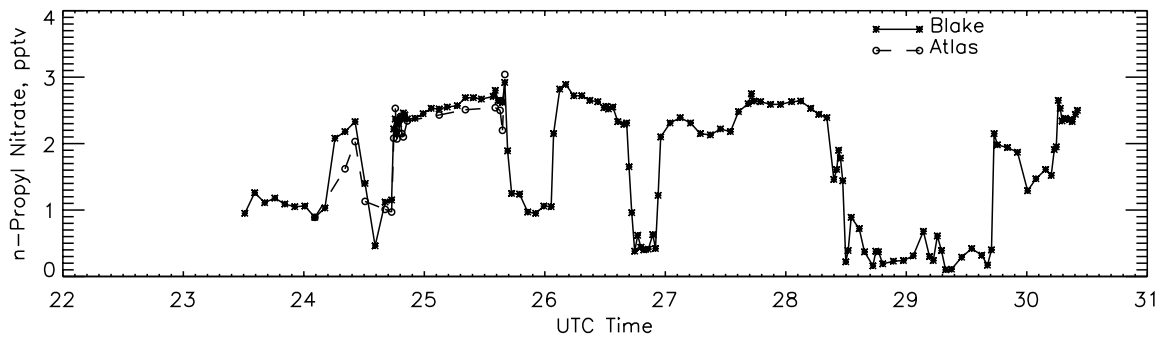
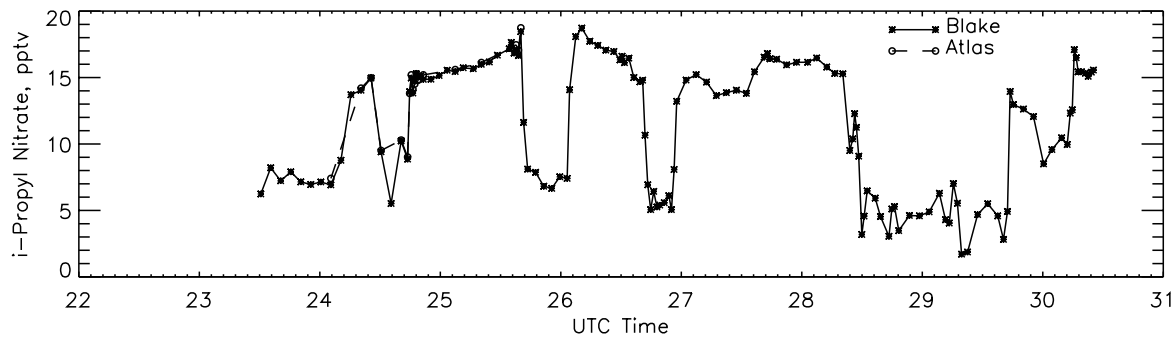
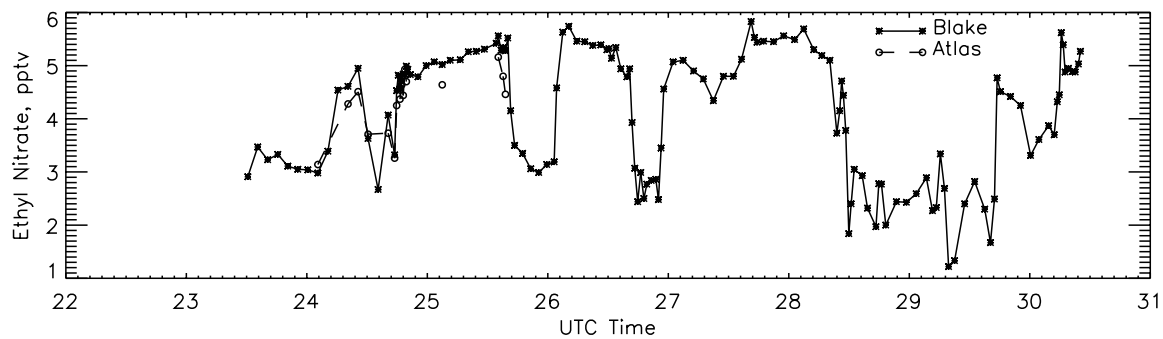
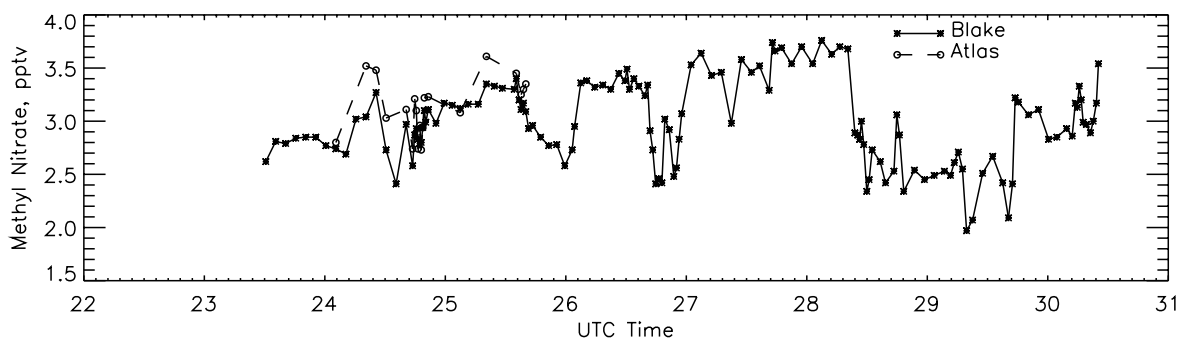
# FINAL DATA: TRACE-P P3-B Flight 18



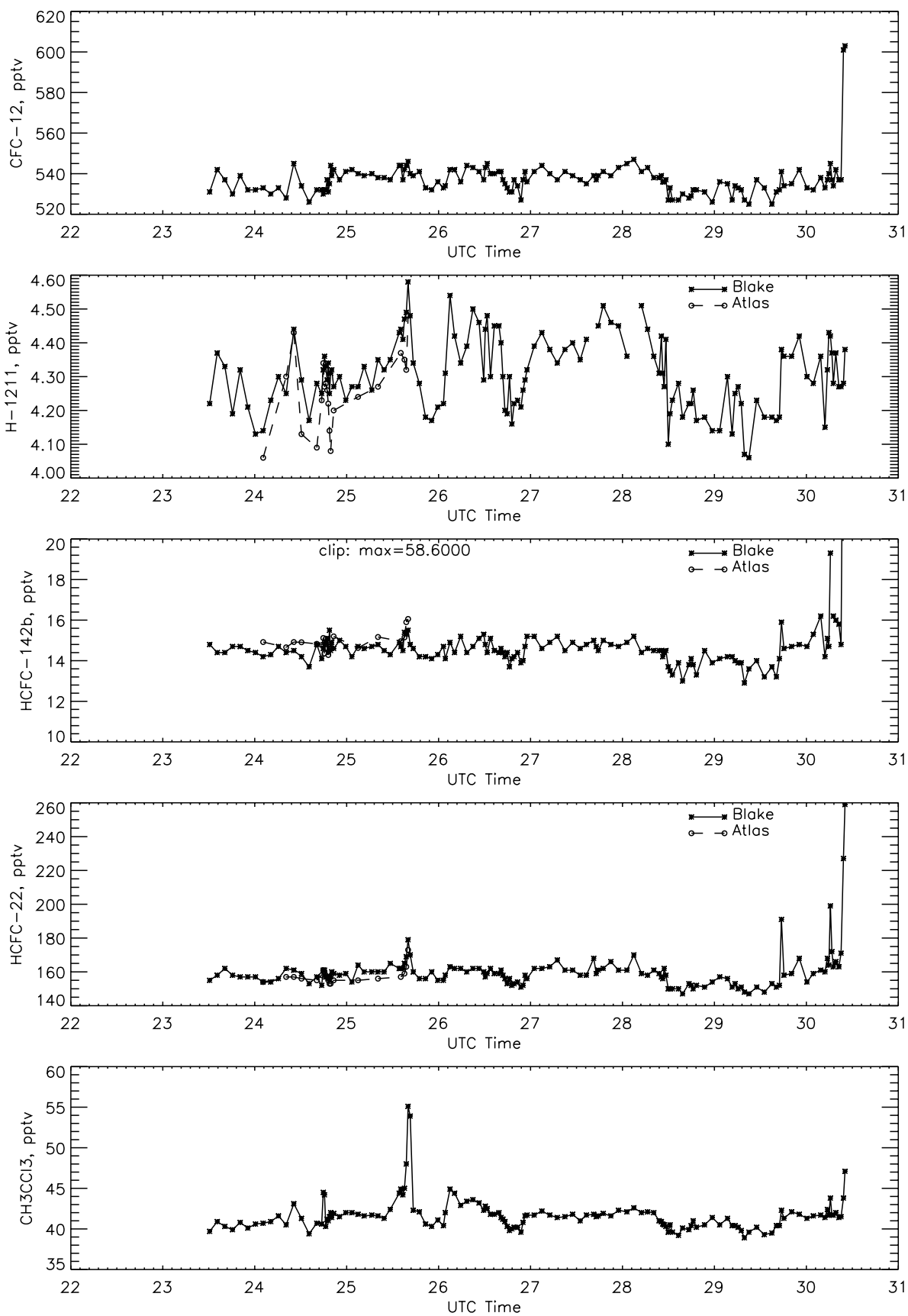
# FINAL DATA: TRACE-P P3-B Flight 18



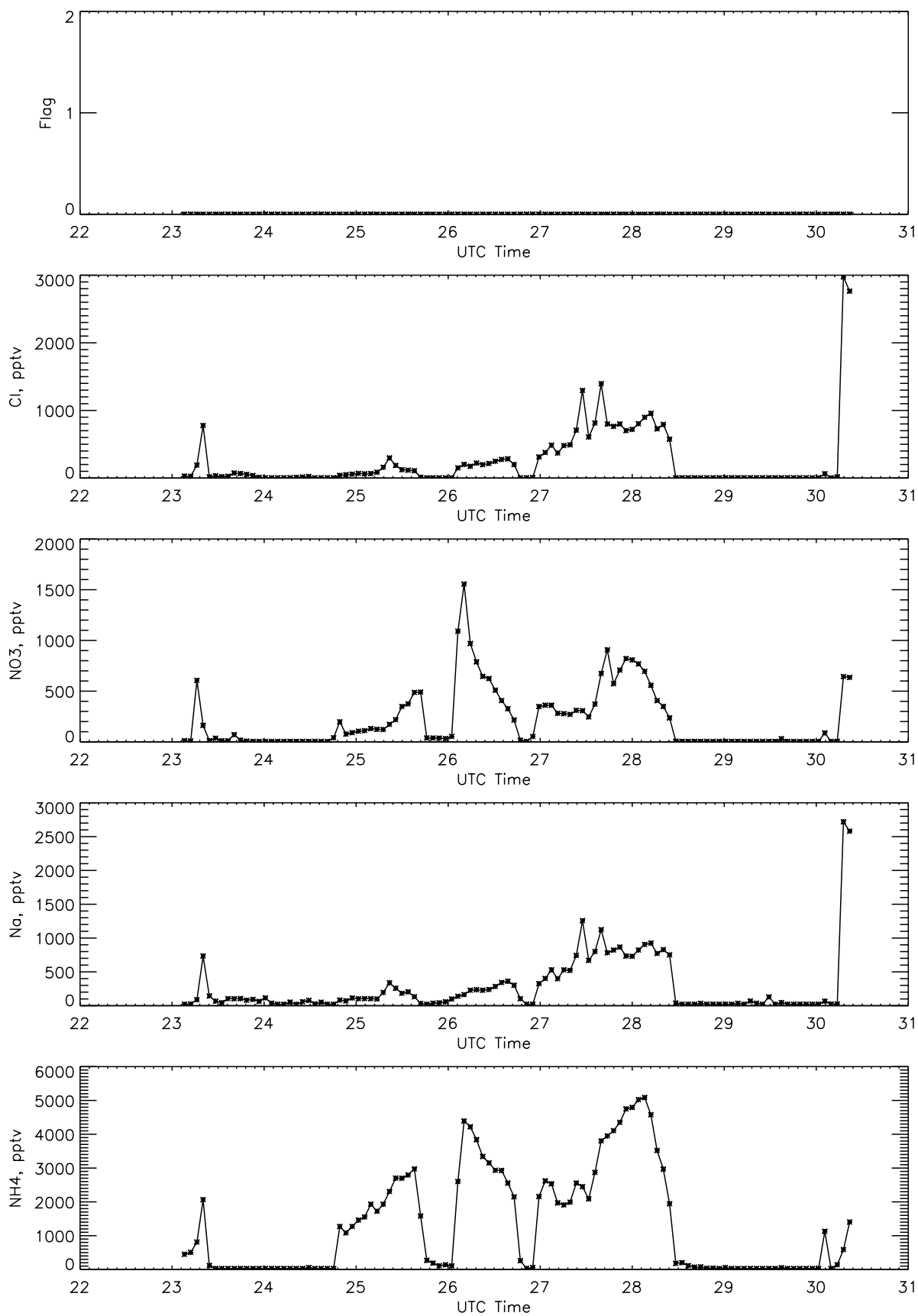
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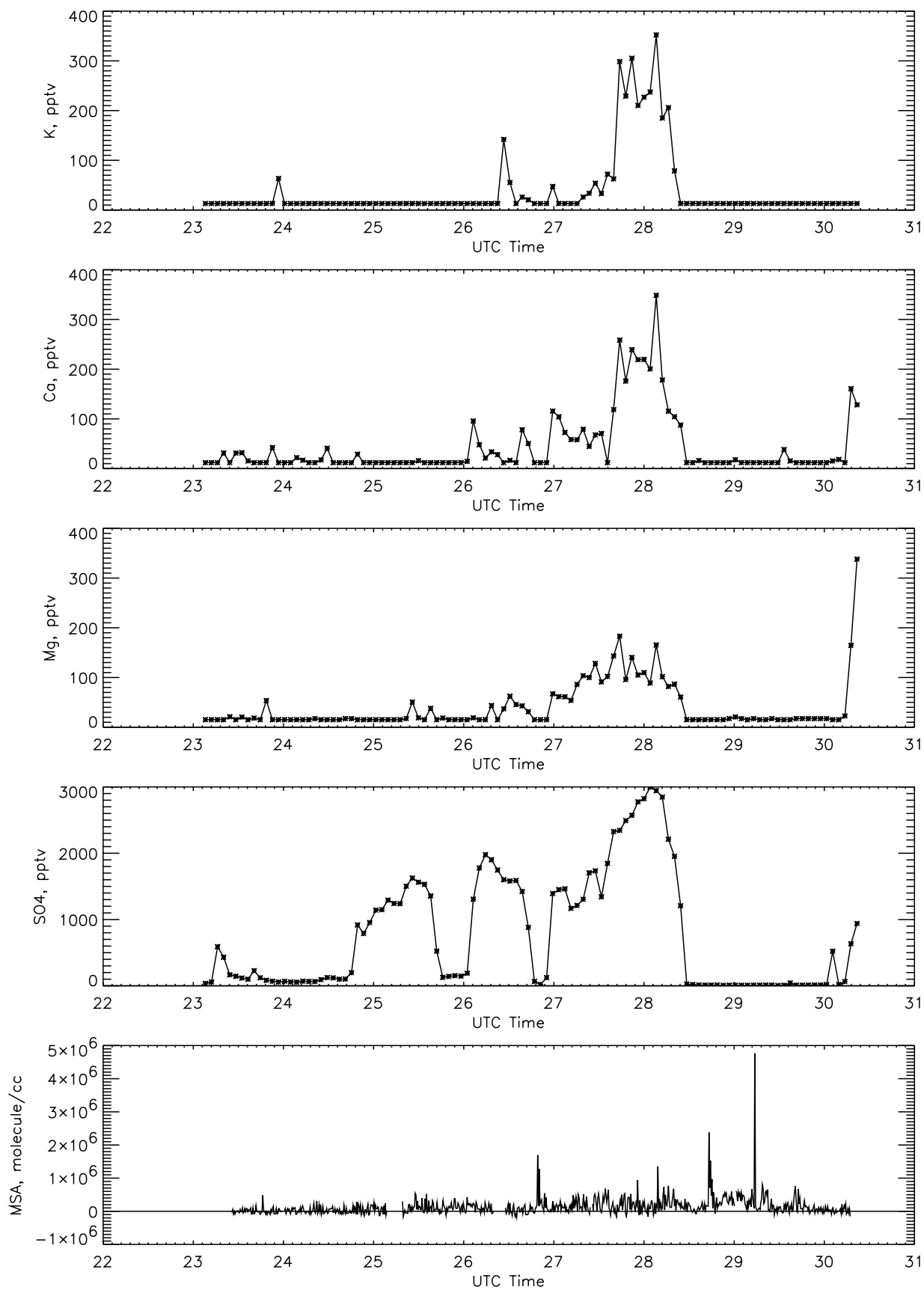
# FINAL DATA: TRACE-P P3-B Flight 18



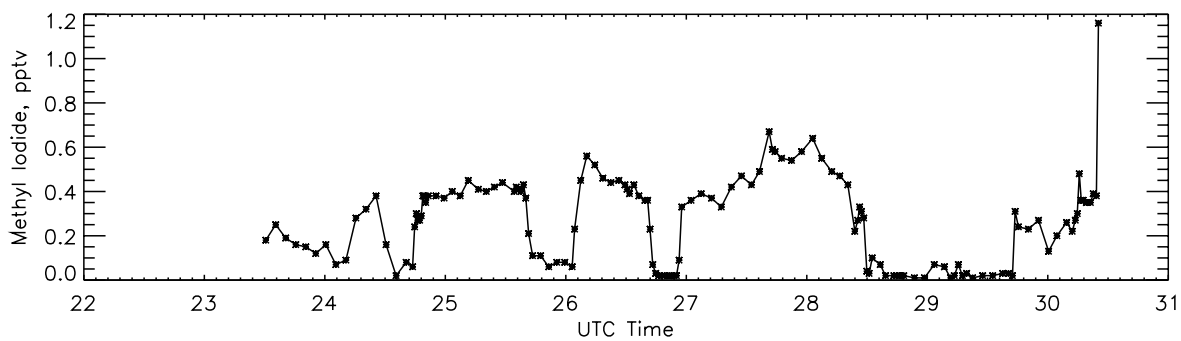
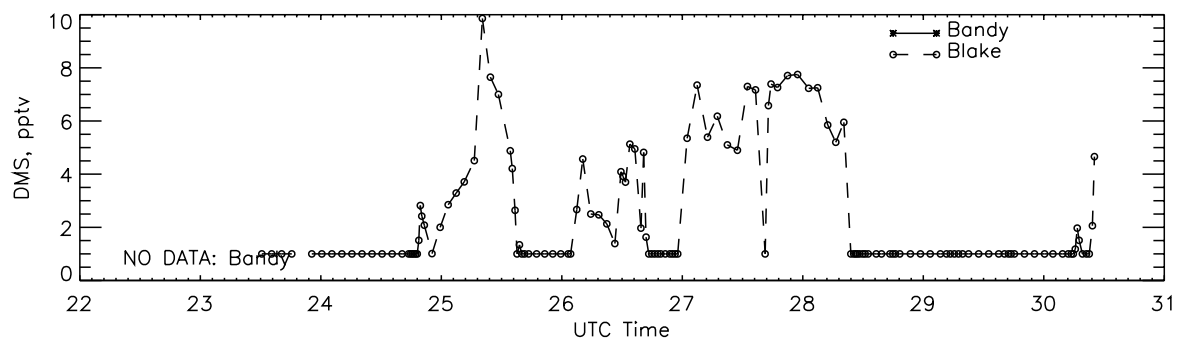
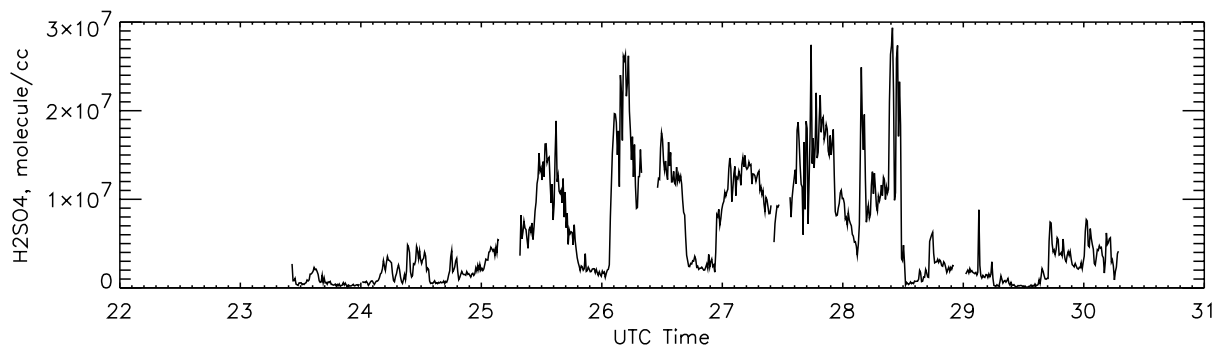
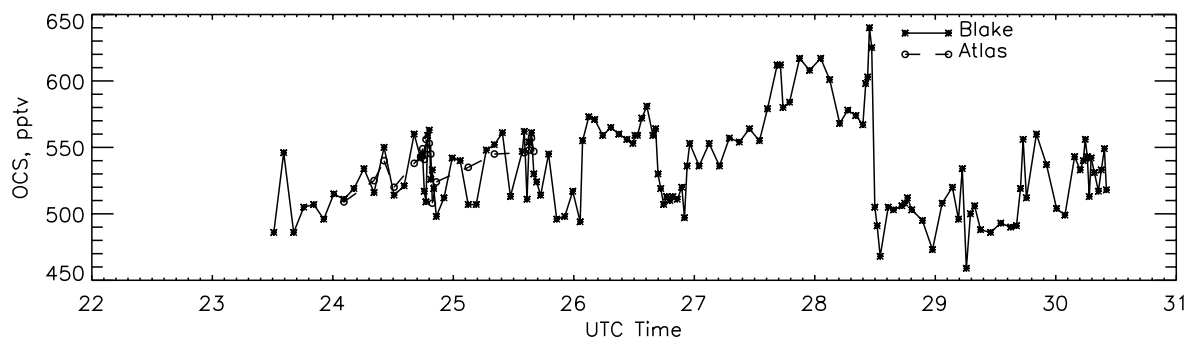
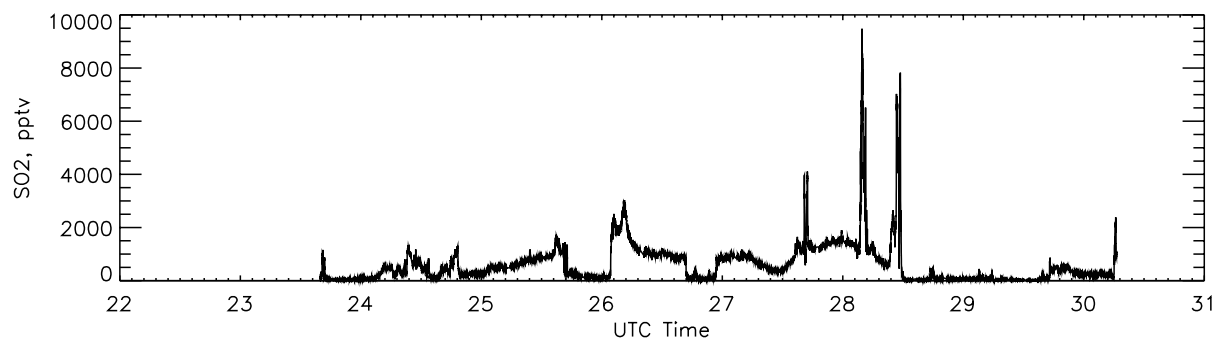
# FINAL DATA: TRACE-P P3-B Flight 18



# FINAL DATA: TRACE-P P3-B Flight 18

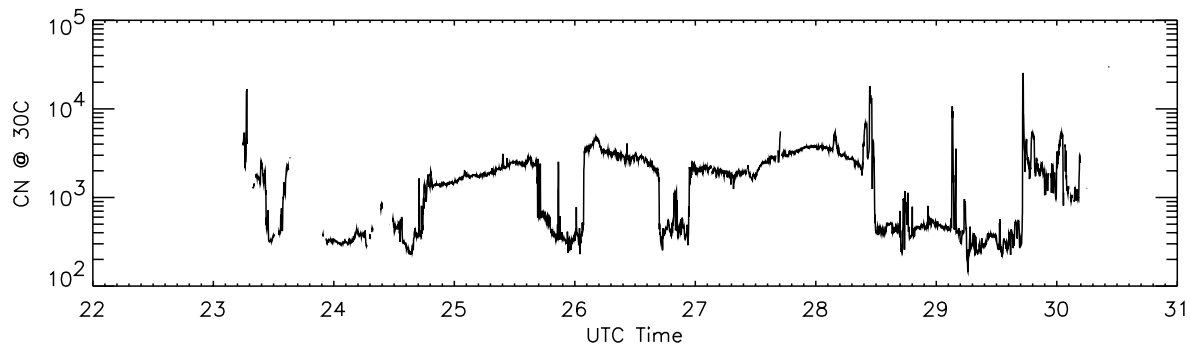
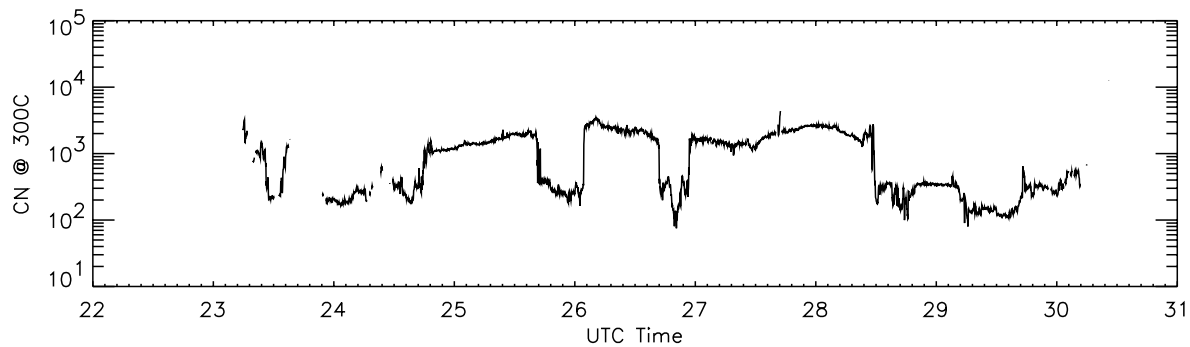
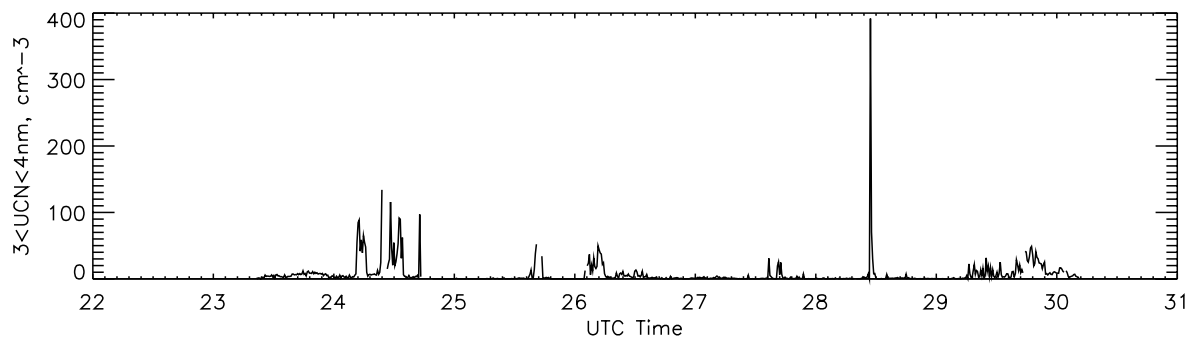
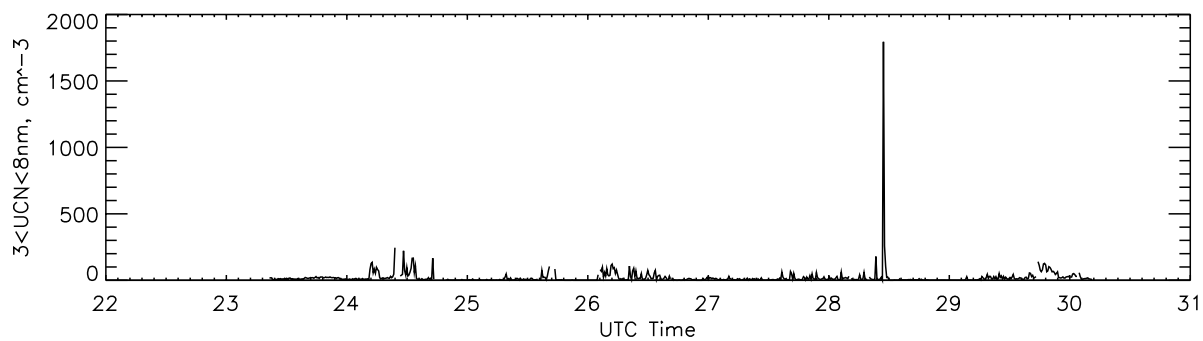
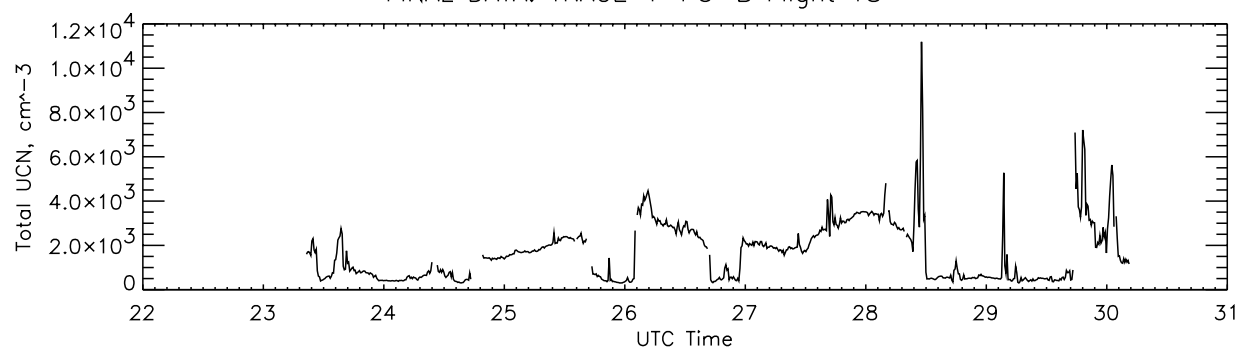


# FINAL DATA: TRACE-P P3-B Flight 18

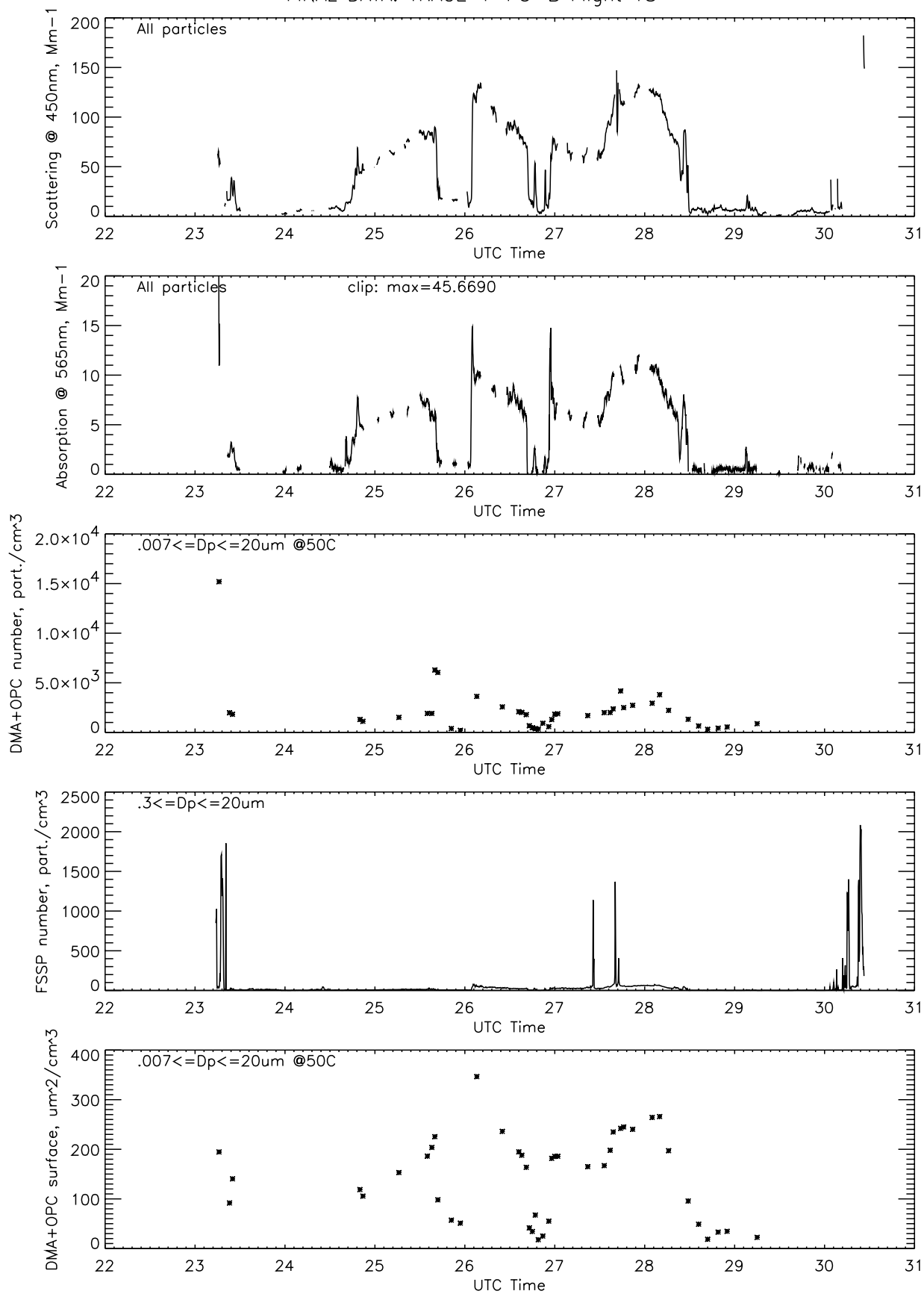




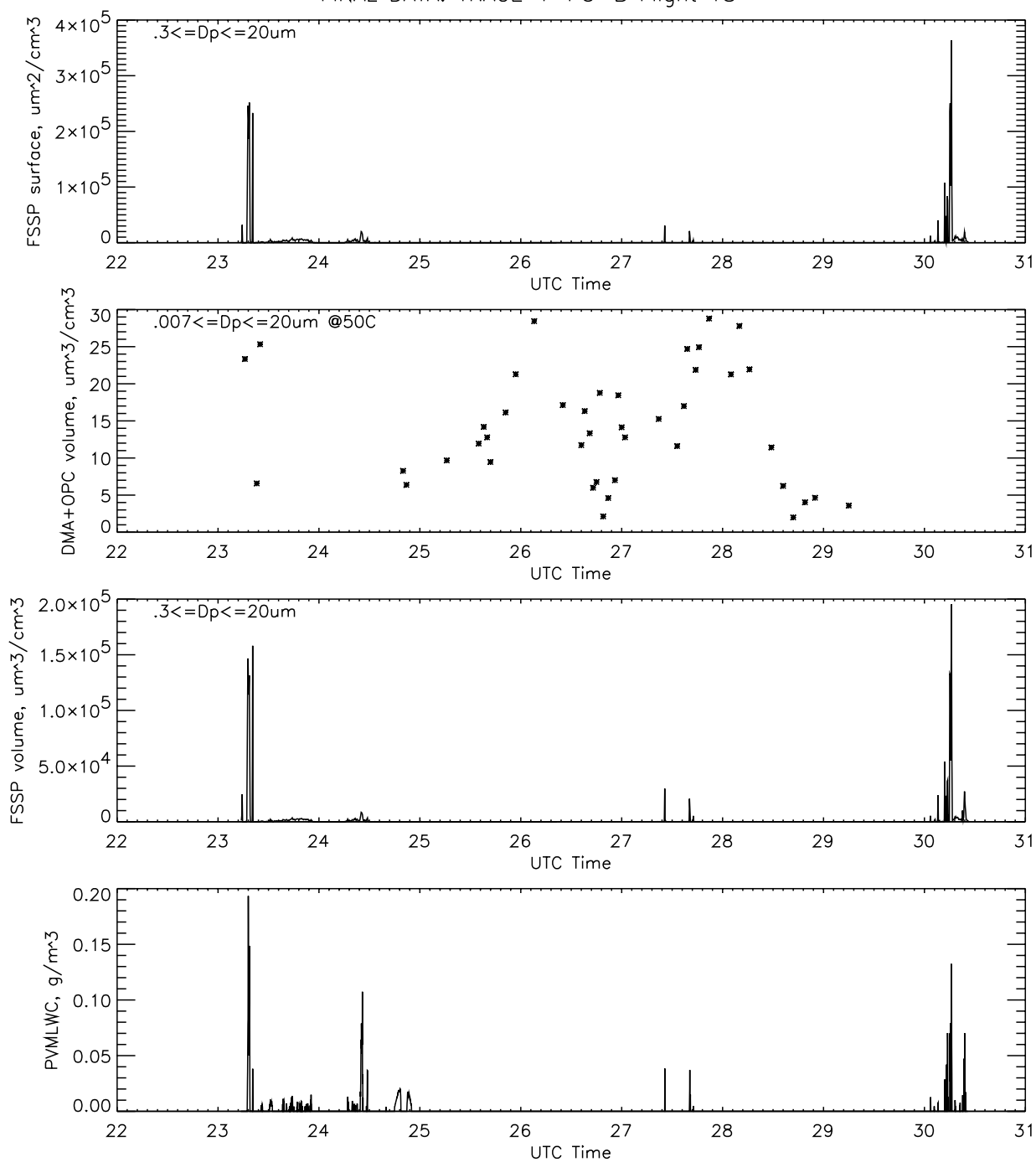
# FINAL DATA: TRACE-P P3-B Flight 18



# FINAL DATA: TRACE-P P3-B Flight 18

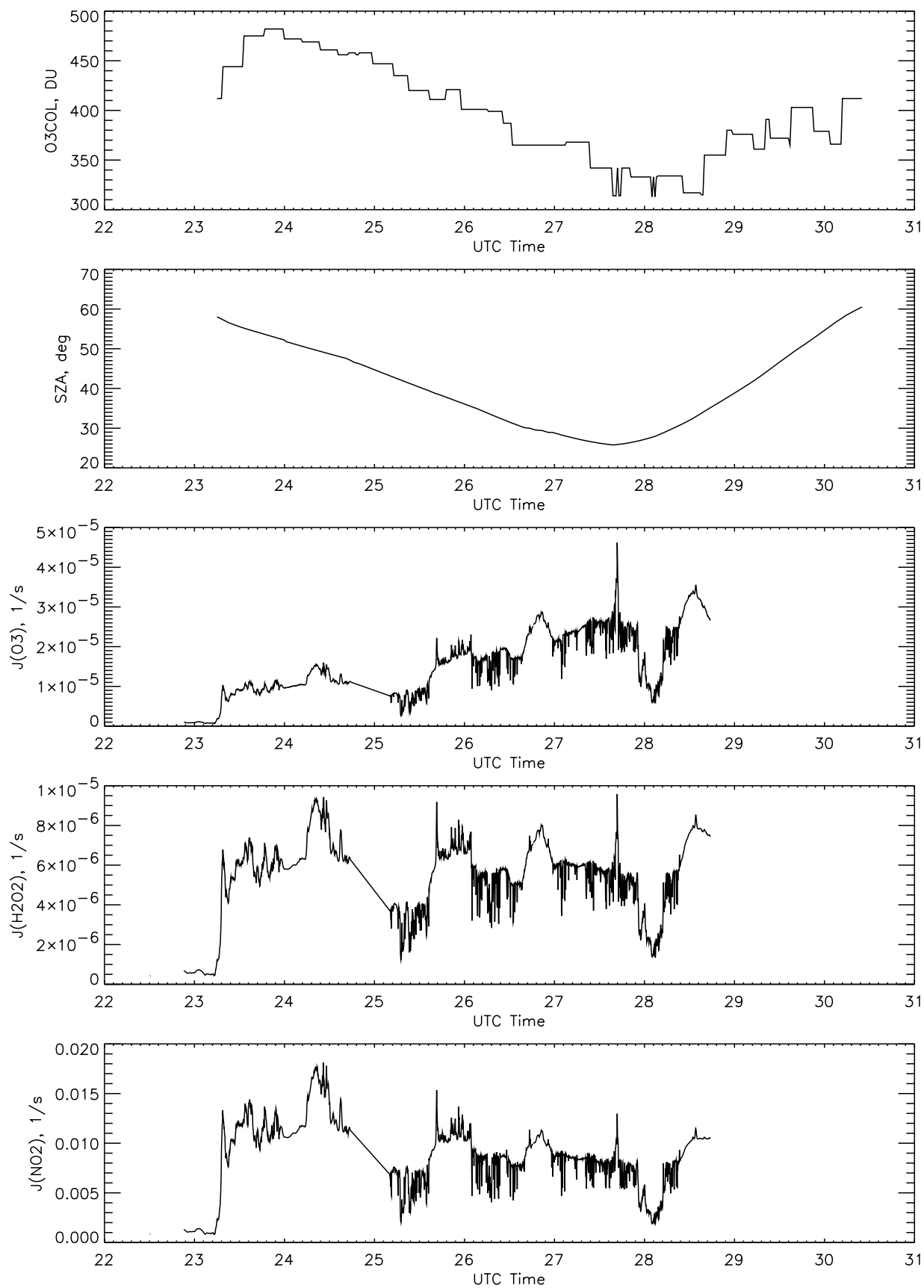


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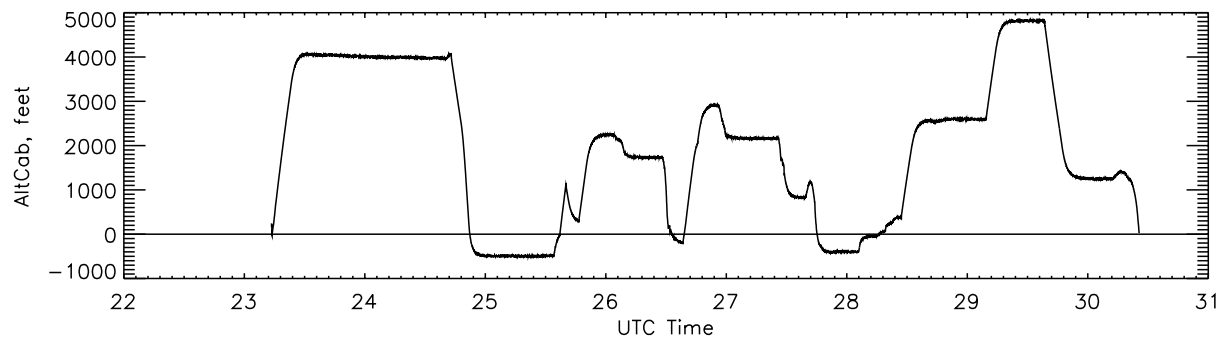
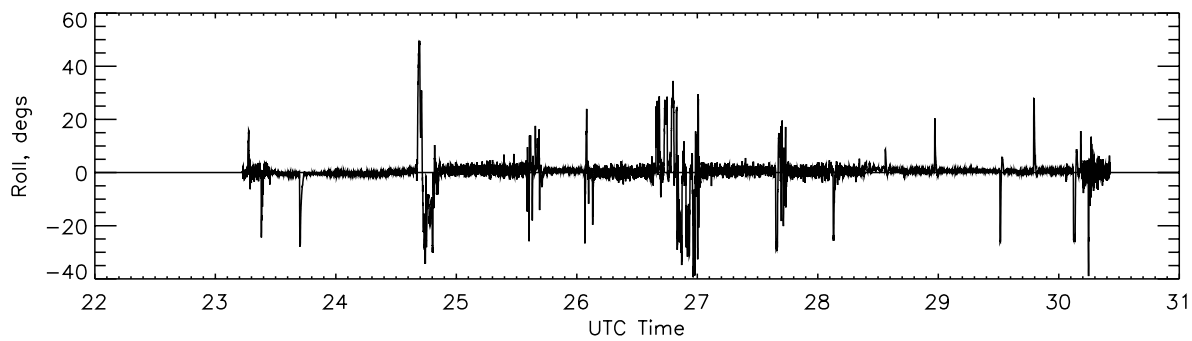
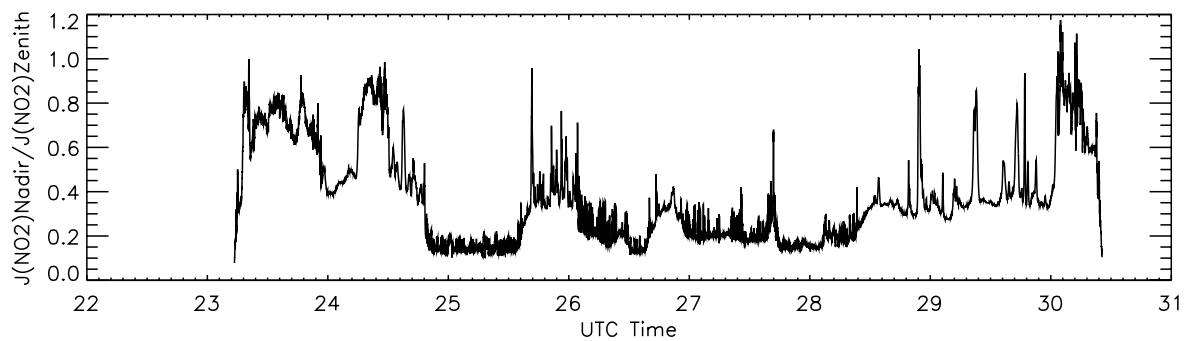
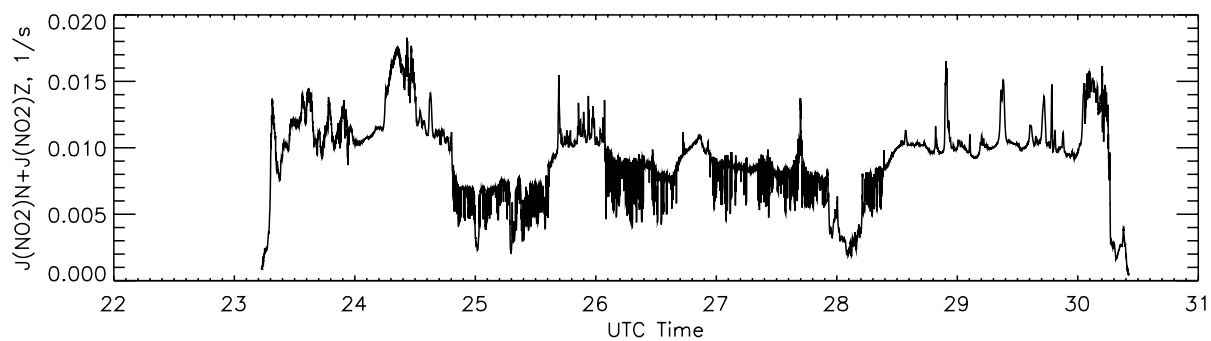


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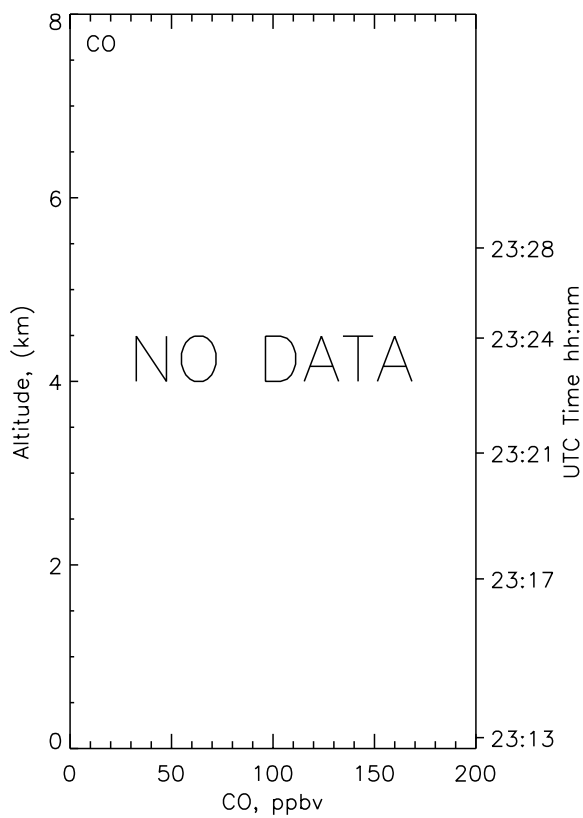
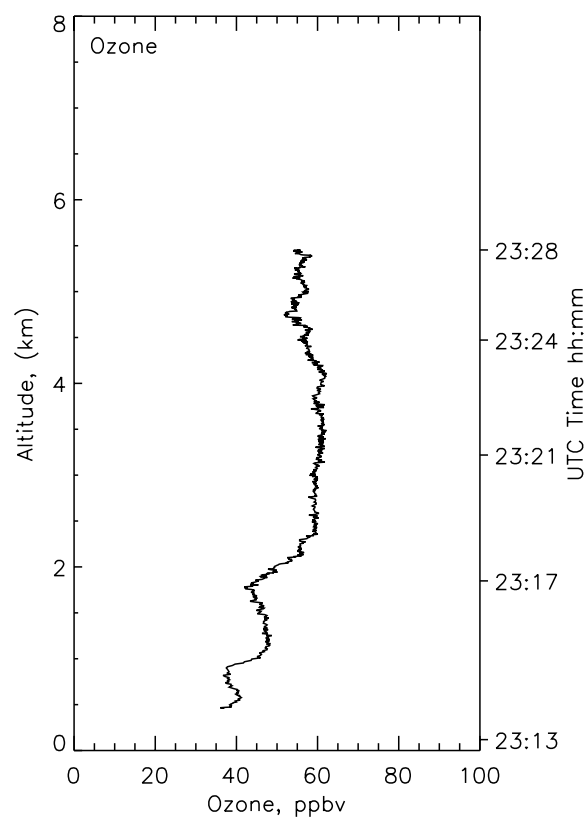
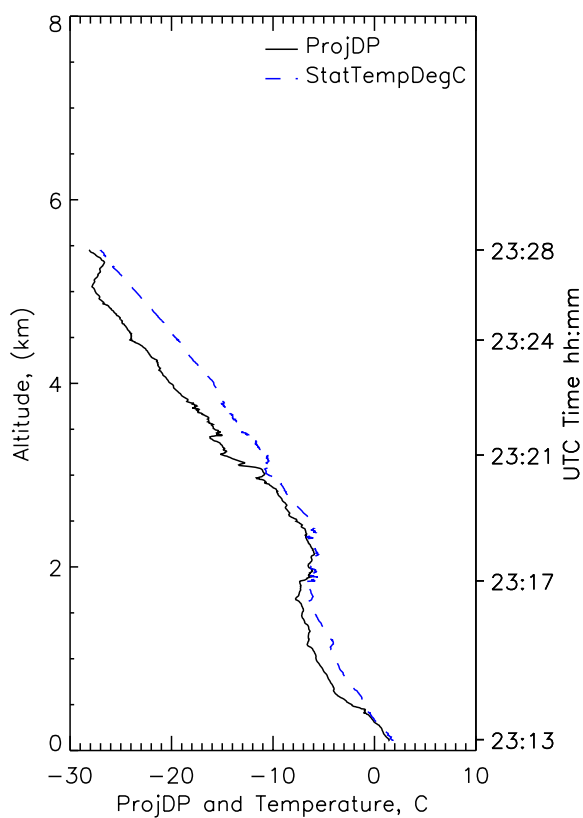
# FINAL DATA: TRACE-P P3-B Flight 18



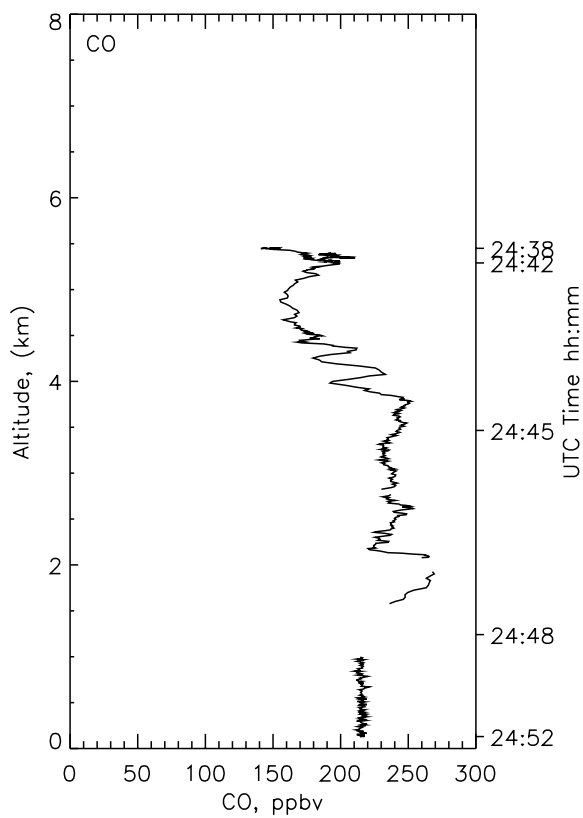
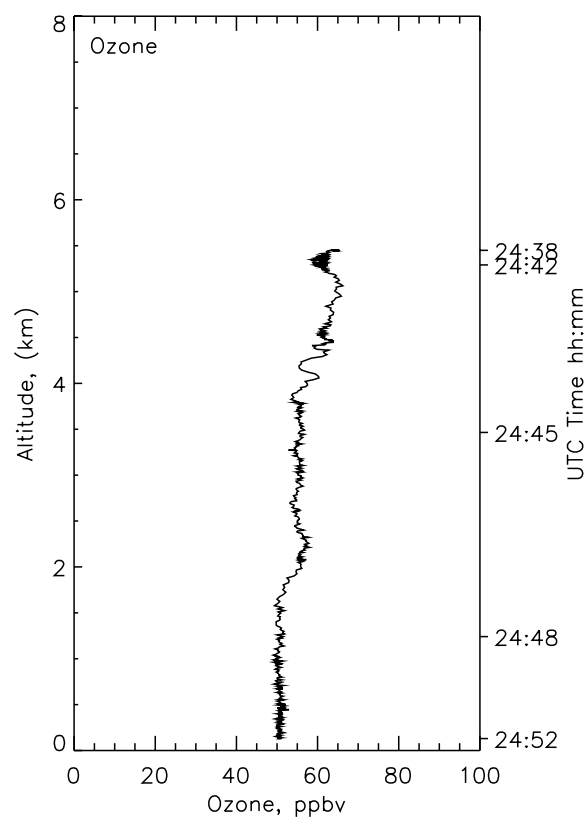
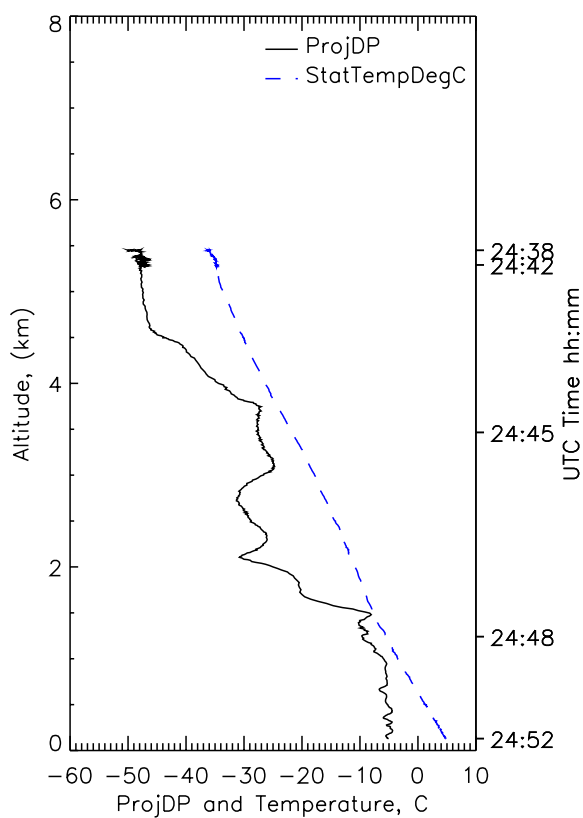
# FINAL DATA: TRACE-P P3-B Flight 18



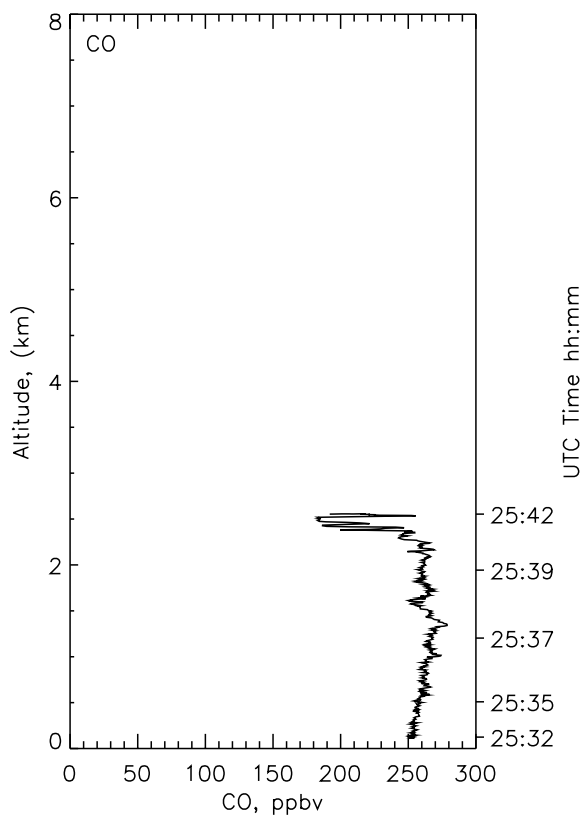
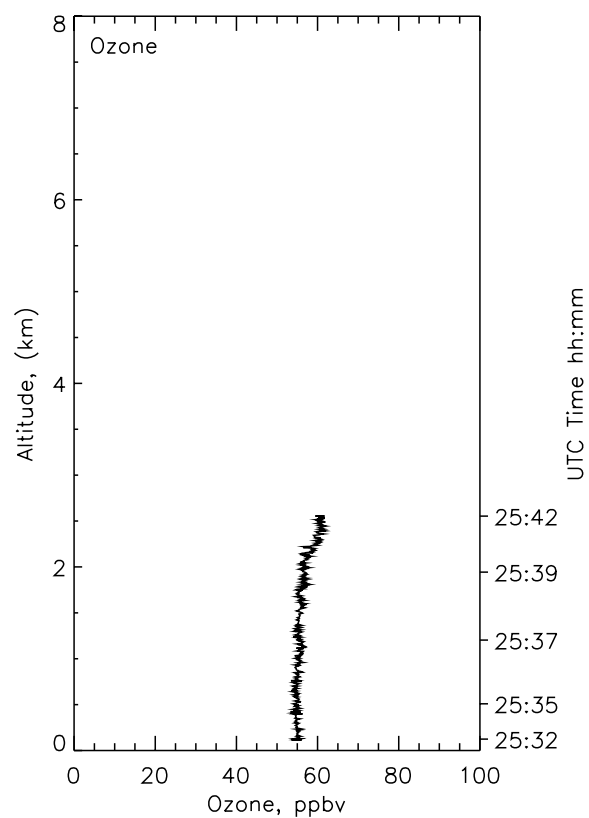
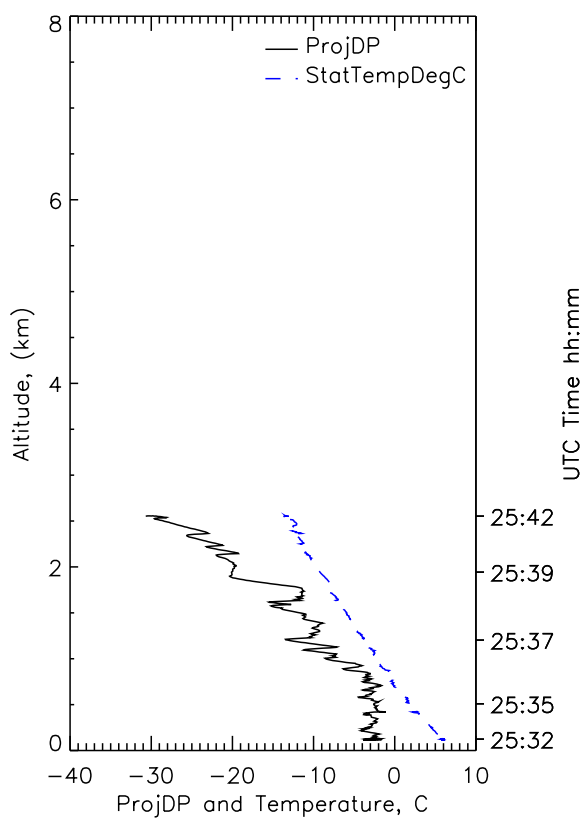
# Profile # 1 TRACE-P P3-B Flight 18



# Profile # 2 TRACE-P P3-B Flight 18

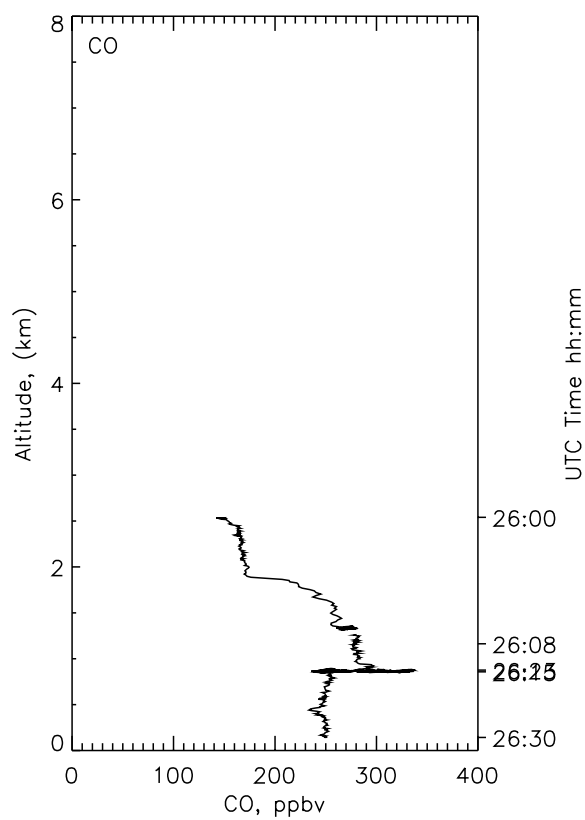
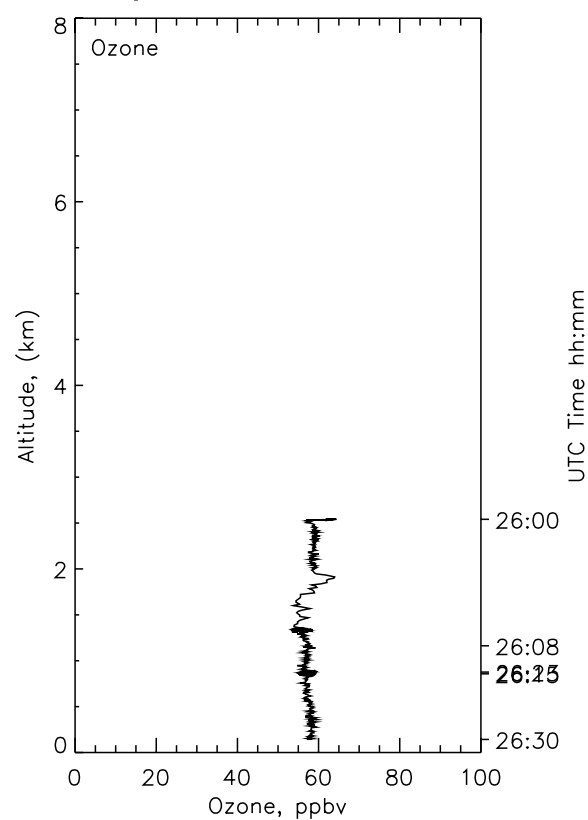
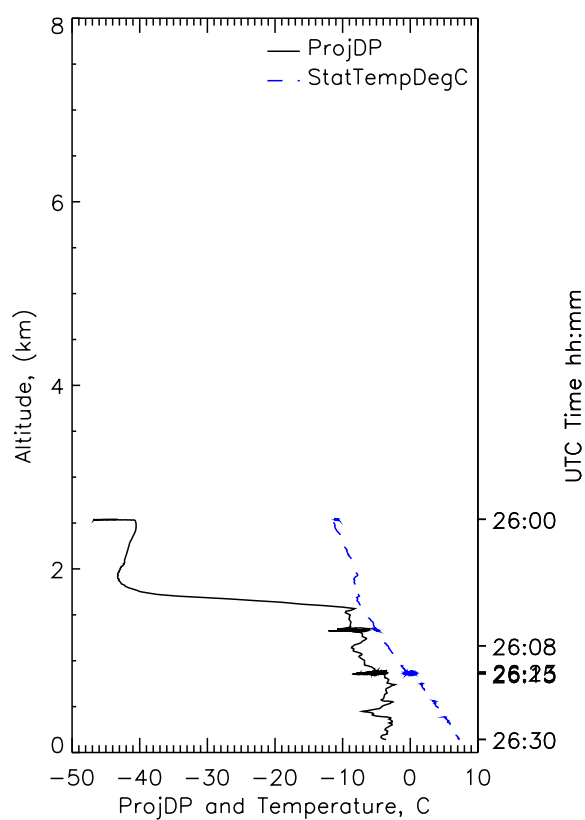


# Profile # 3 TRACE-P P3-B Flight 18

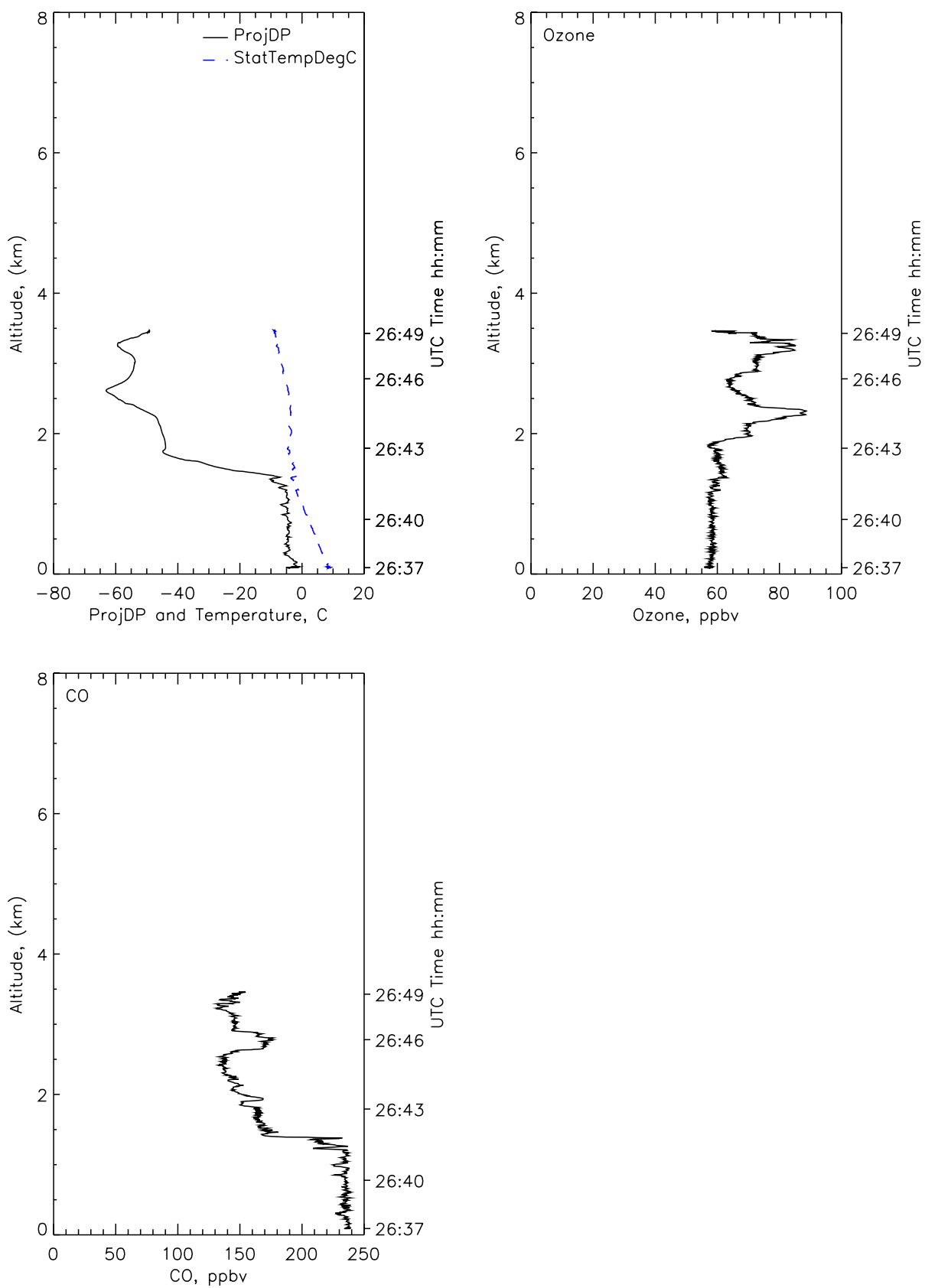




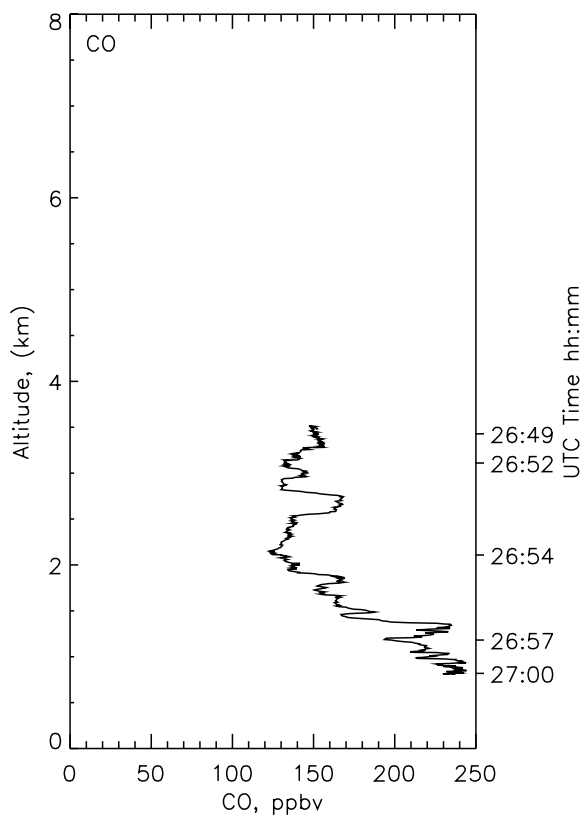
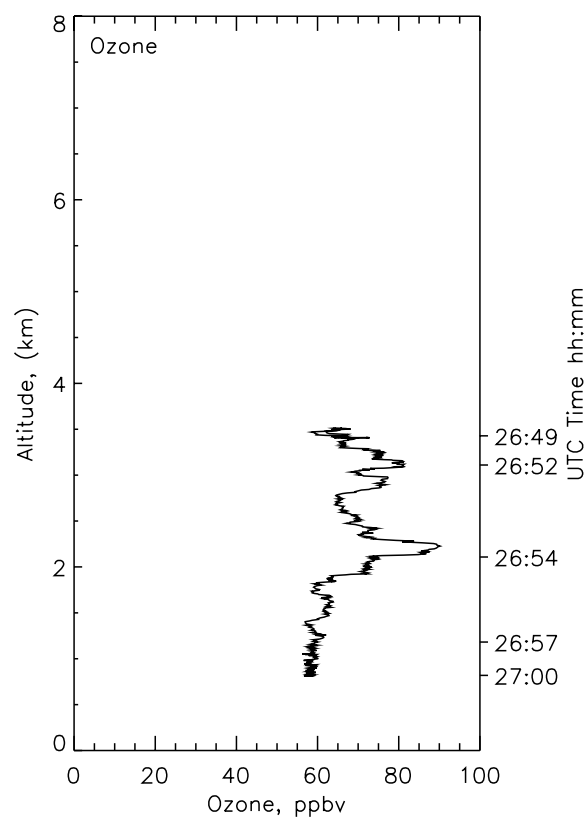
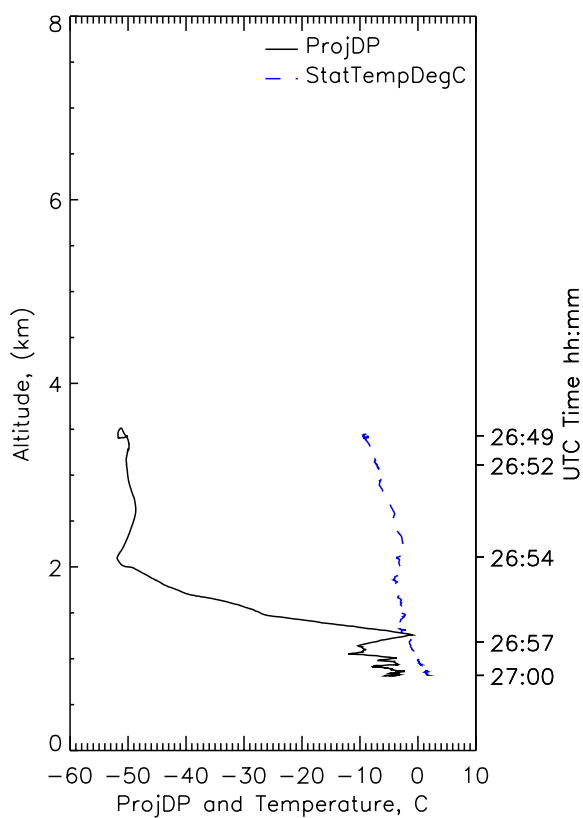
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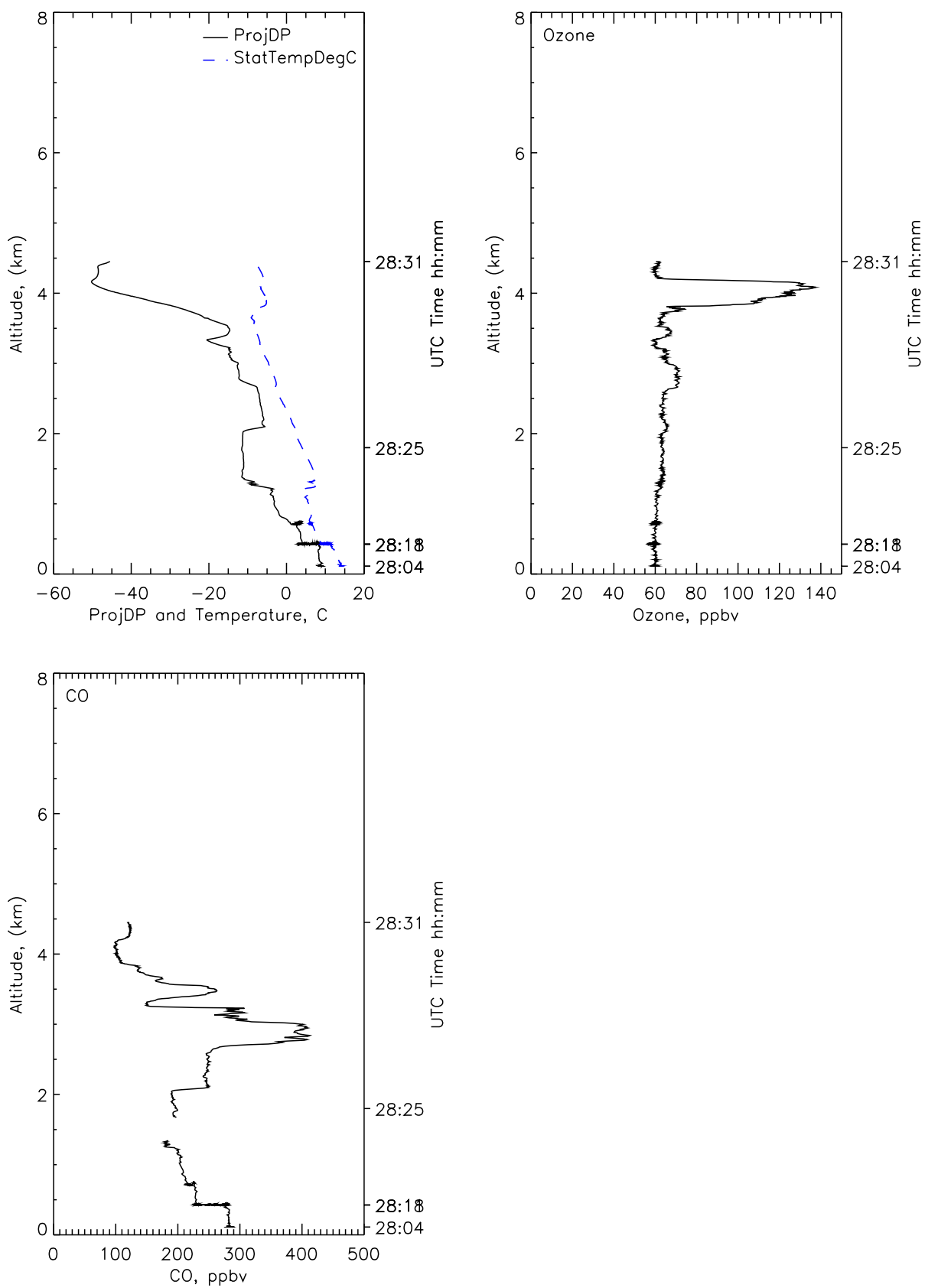
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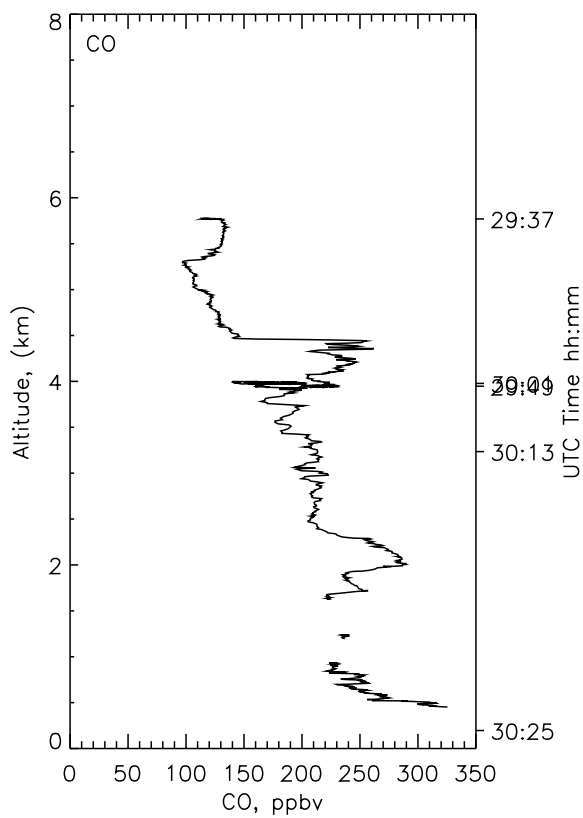
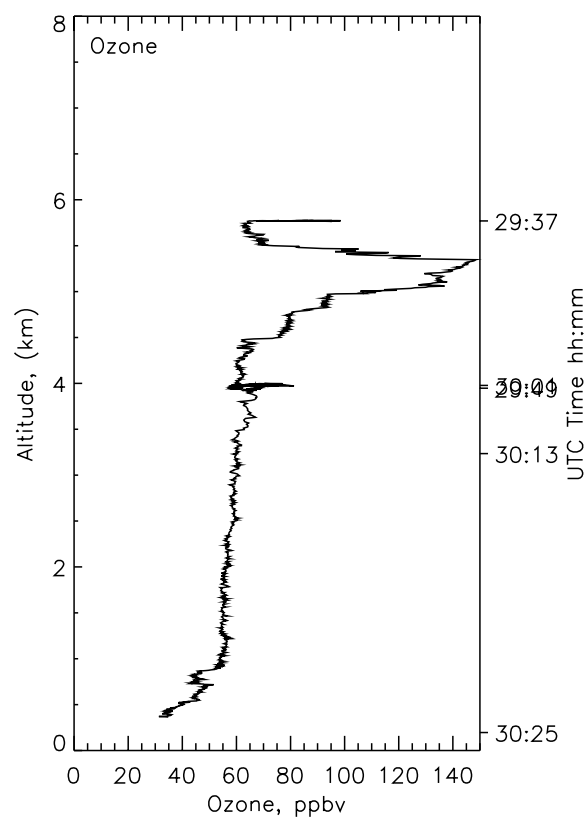
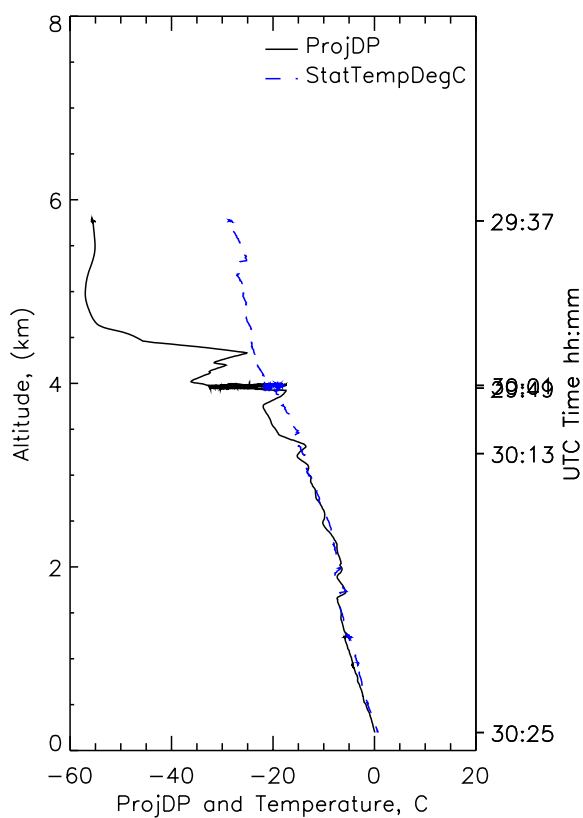
# Profile # 6 TRACE-P P3-B Flight 18



Profile # 7 TRACE-P P3-B Flight 18



# Profile # 8 TRACE-P P3-B Flight 18



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 19P

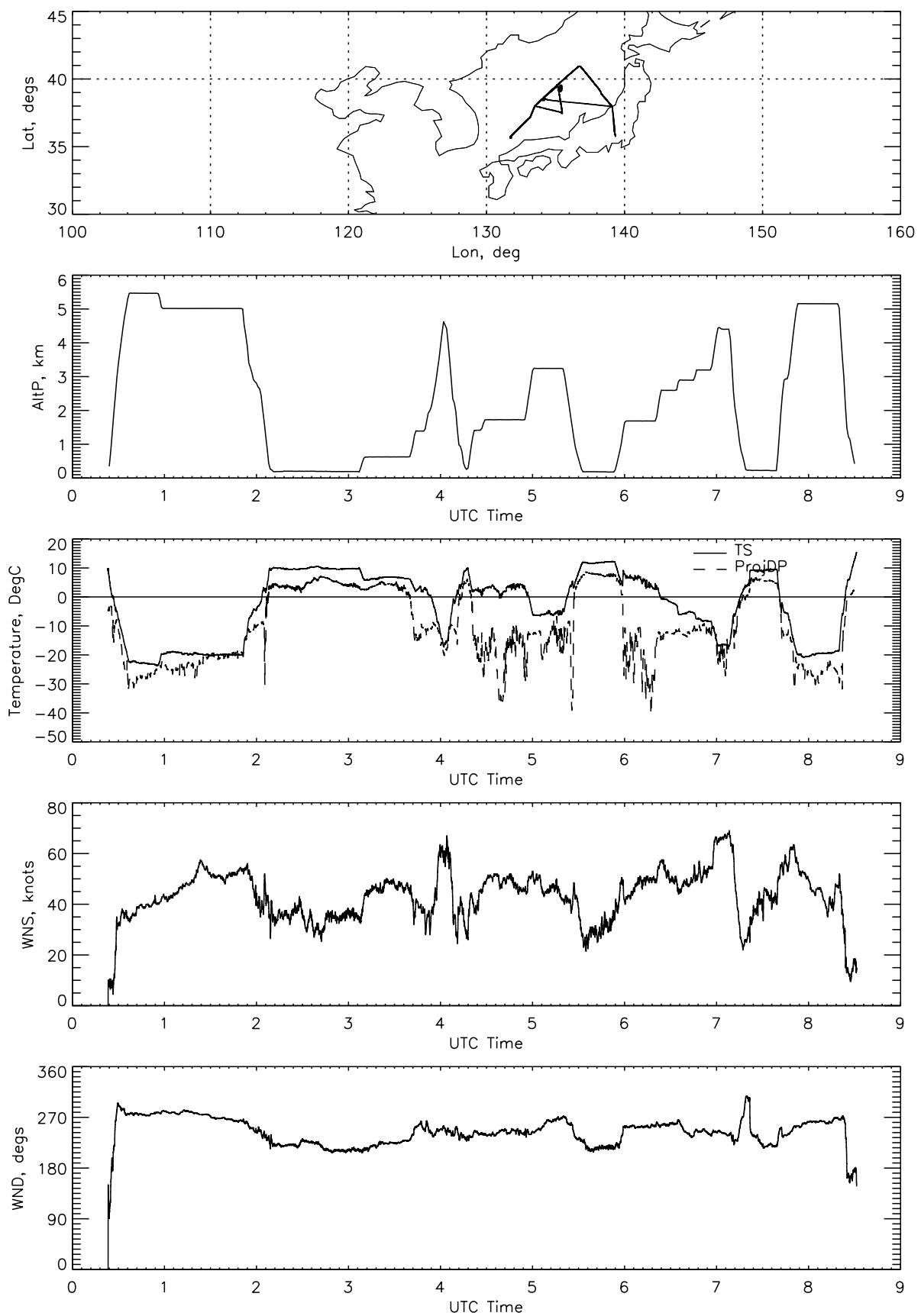
Local: Yokota No. 5

ACE-Asia; Moist Conveyor Belt;  
TERRA Underpass

April 2, 2001

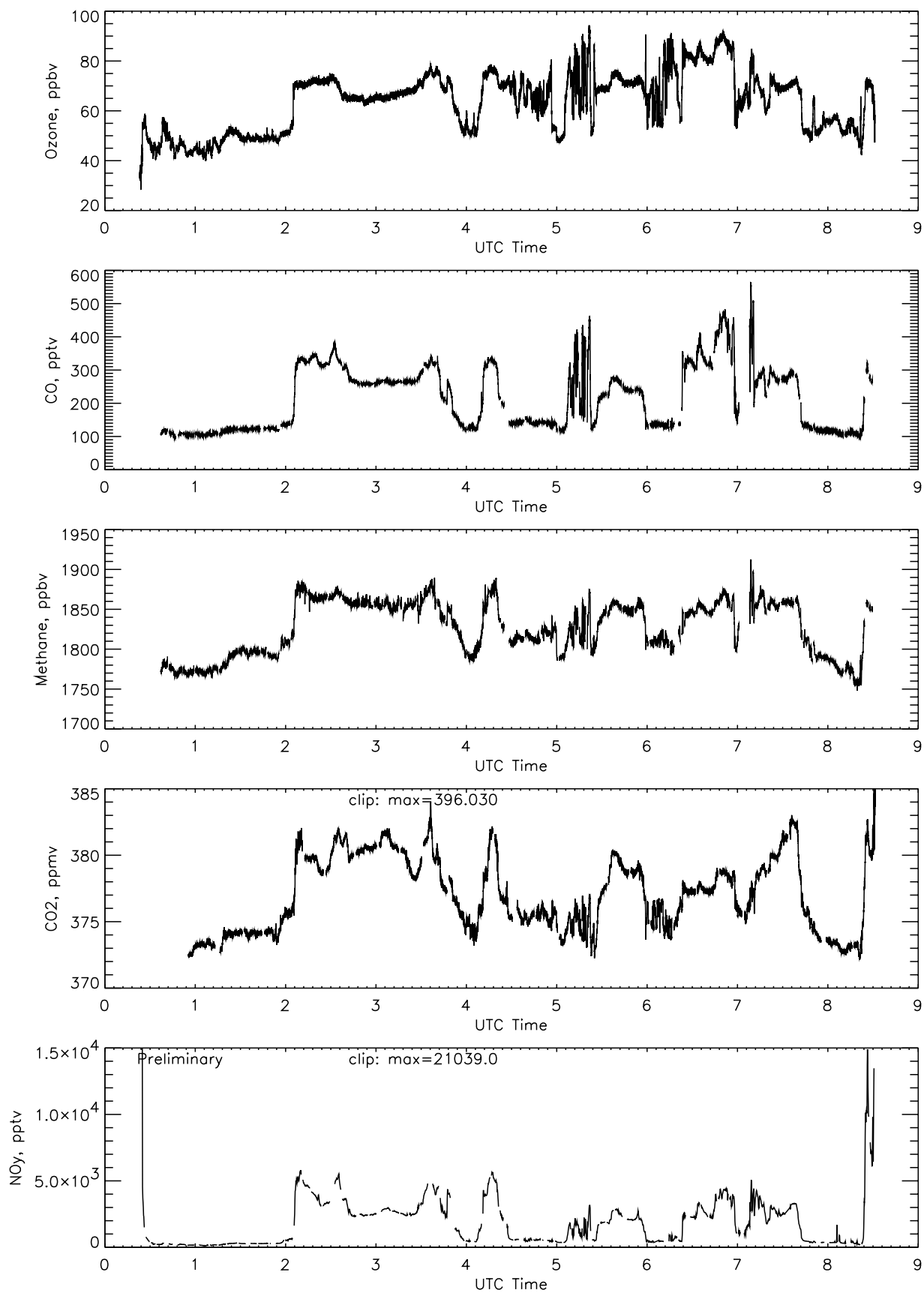


# FINAL DATA: TRACE-P P3-B Flight 19

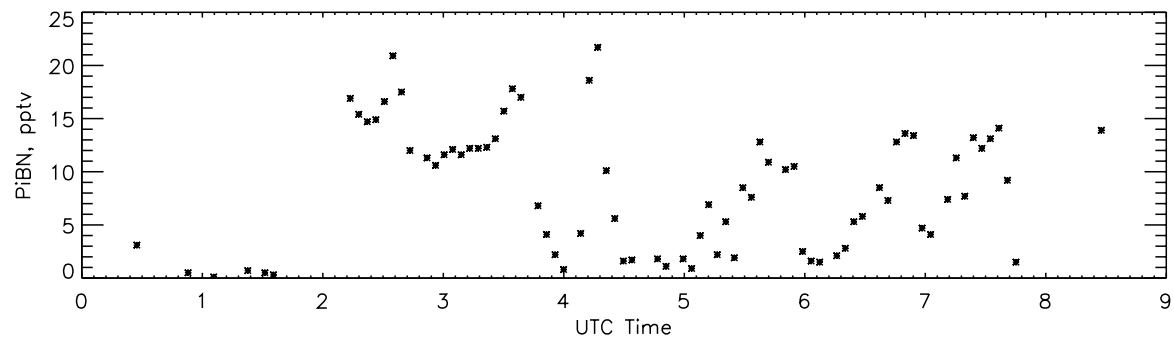
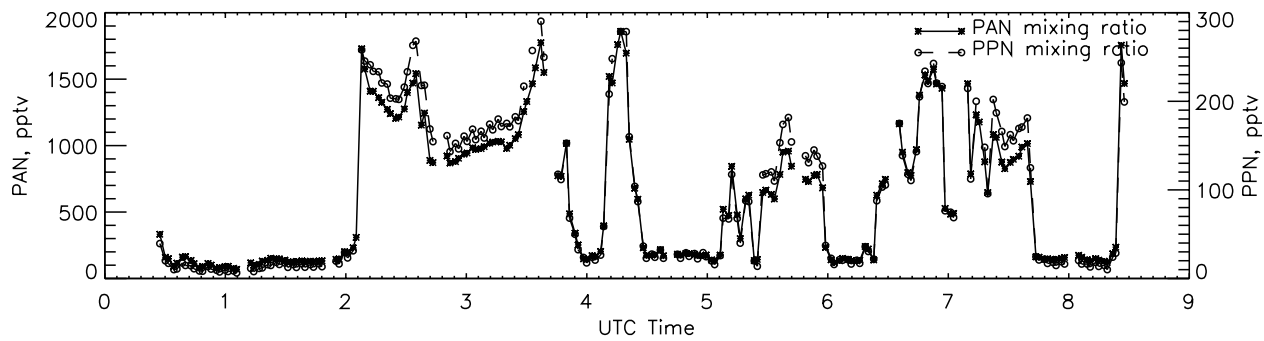
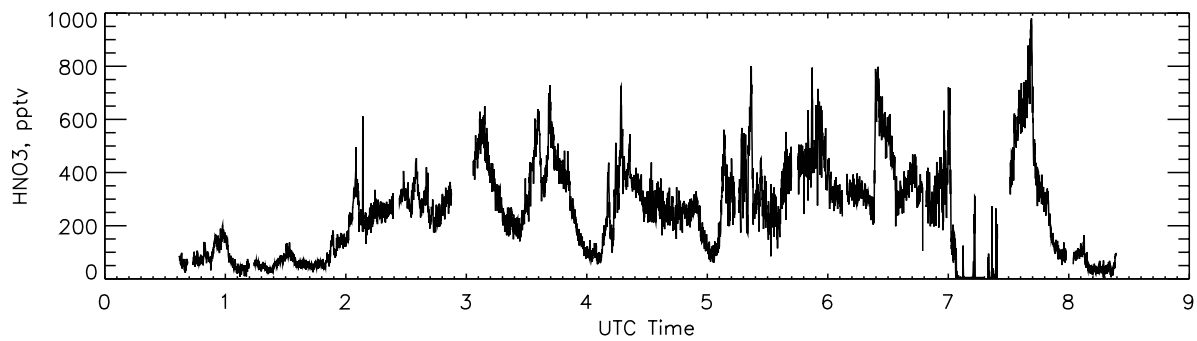
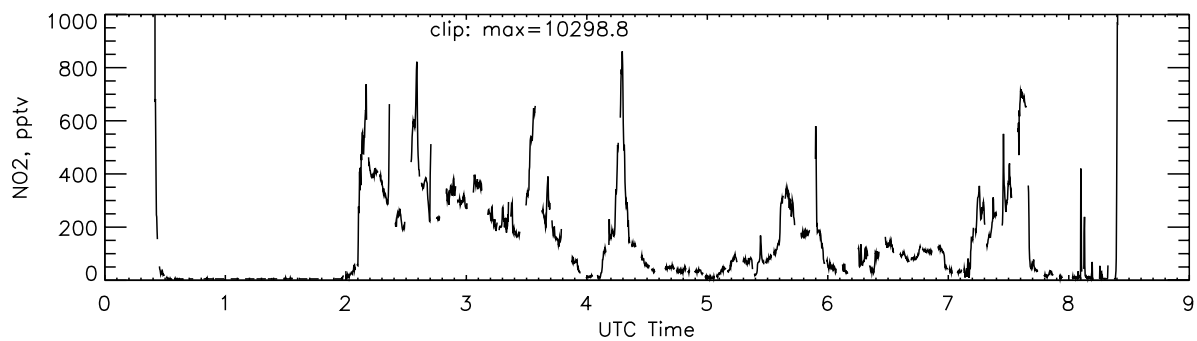
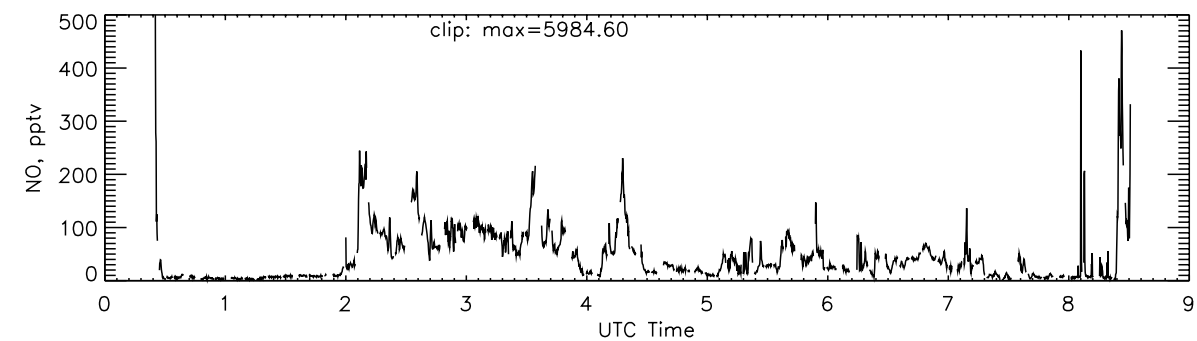




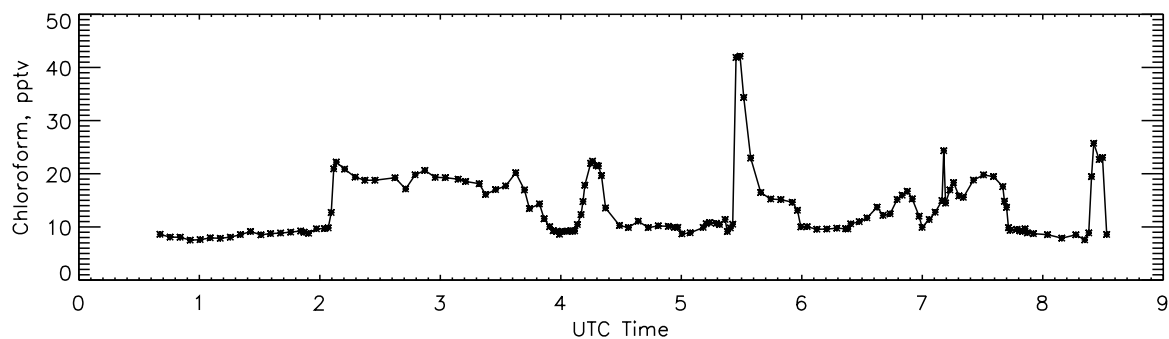
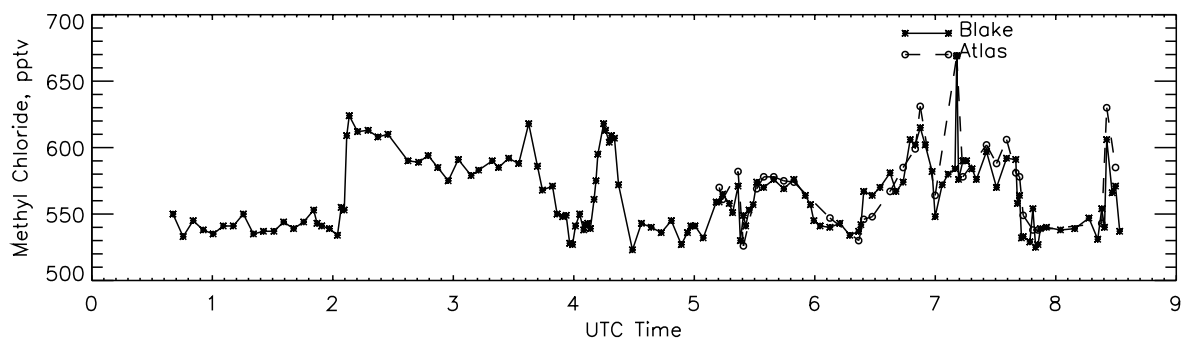
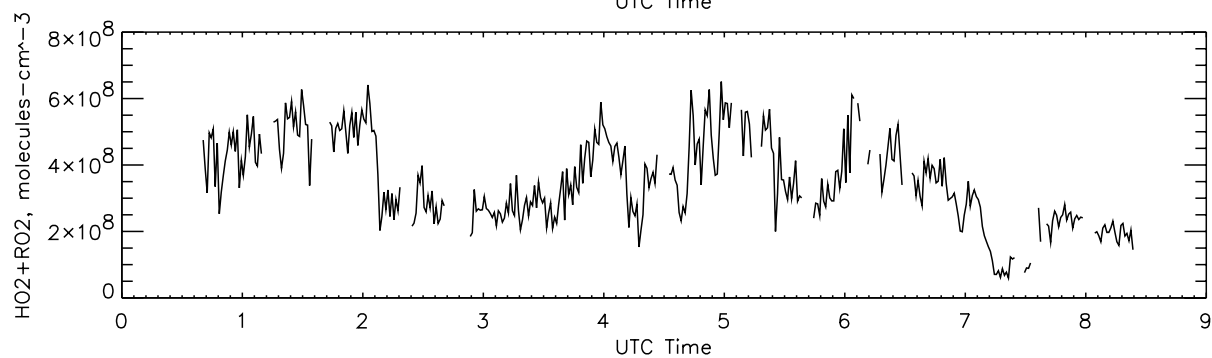
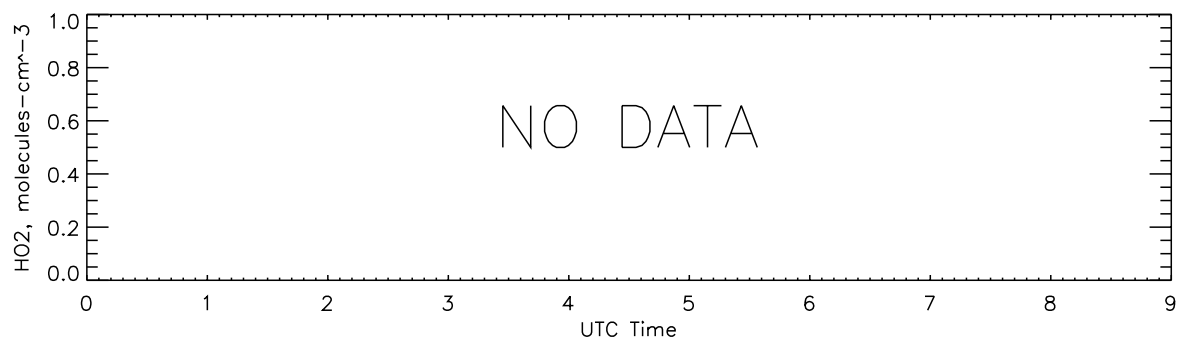
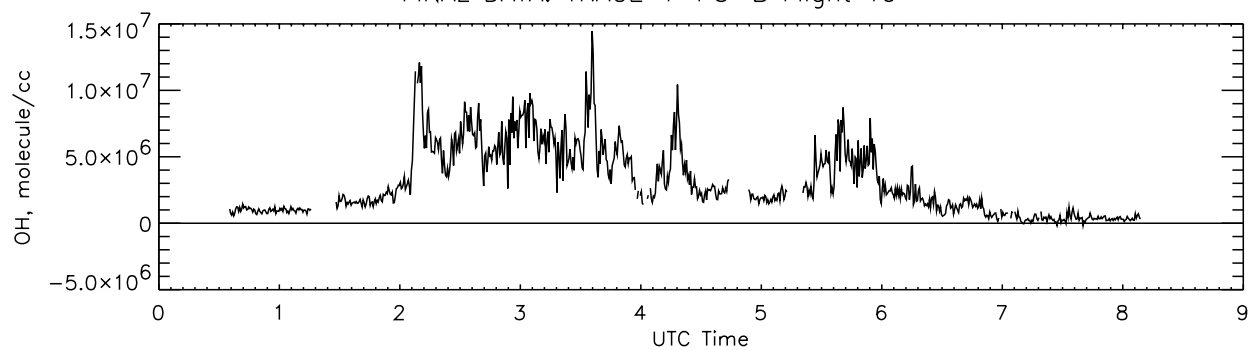
# FINAL DATA: TRACE-P P3-B Flight 19



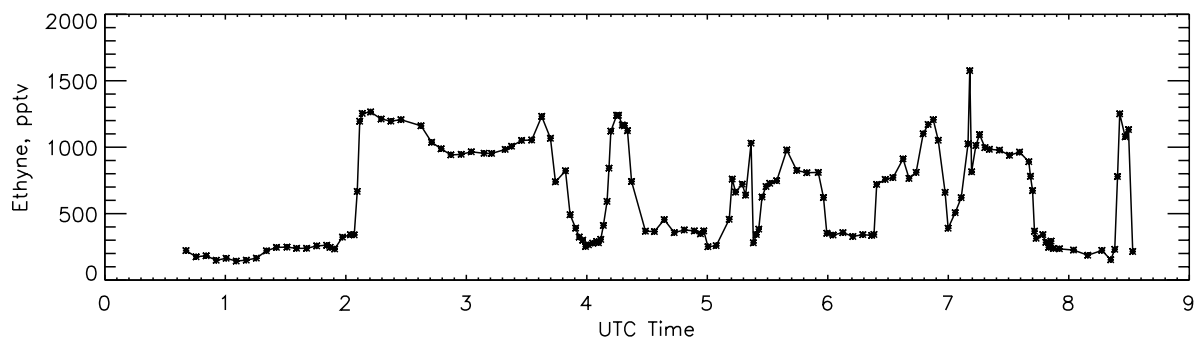
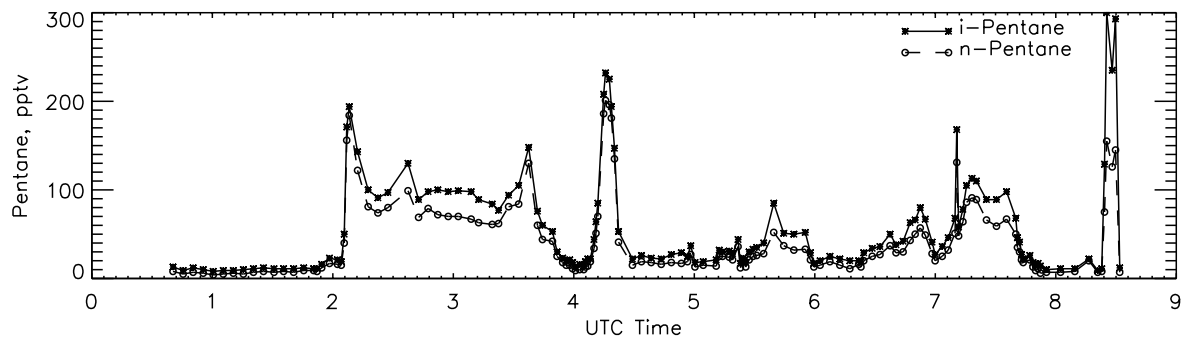
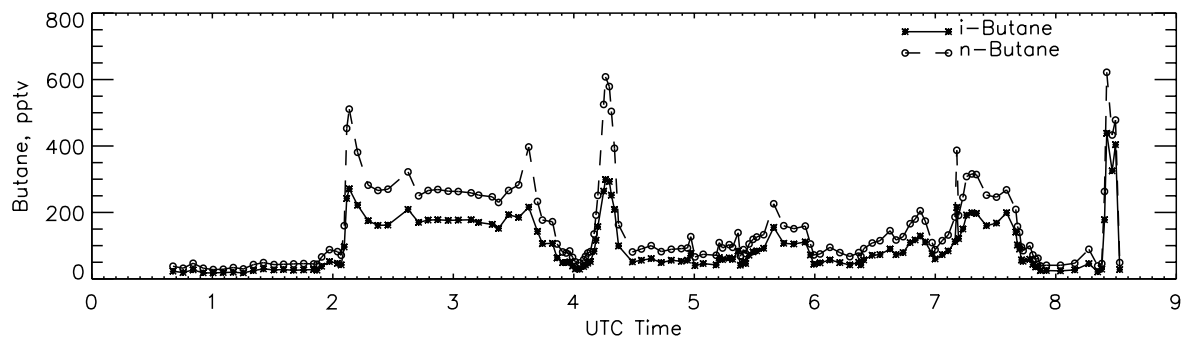
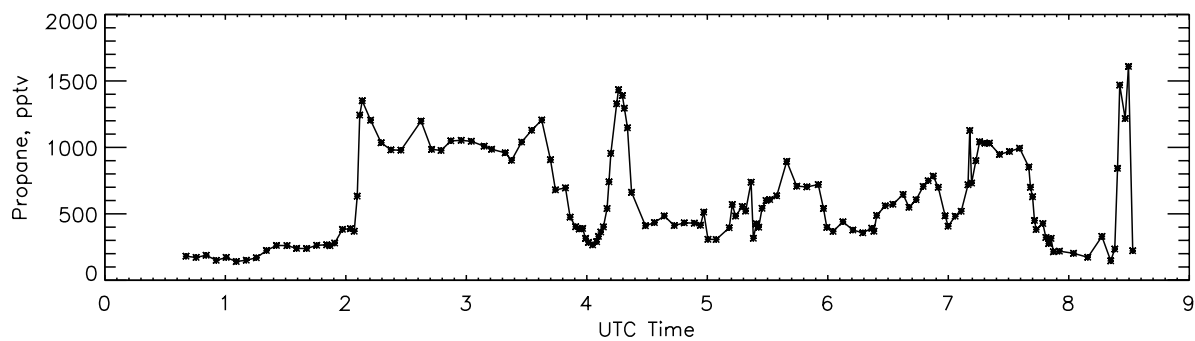
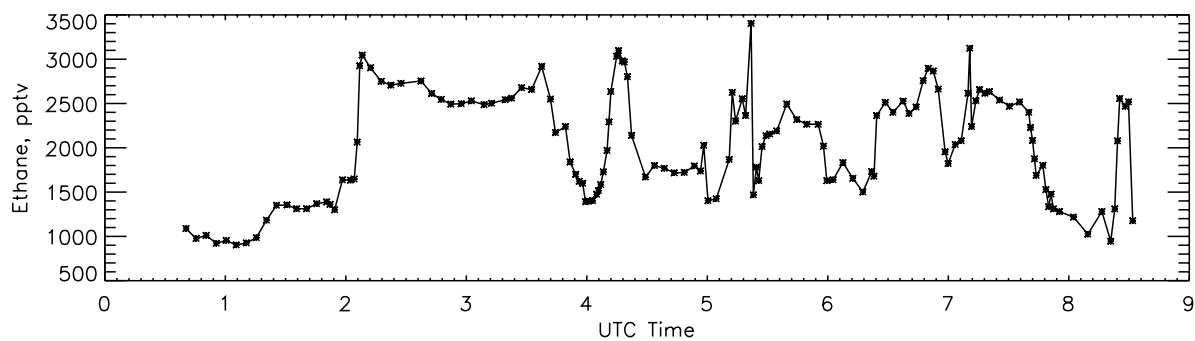
# FINAL DATA: TRACE-P P3-B Flight 19



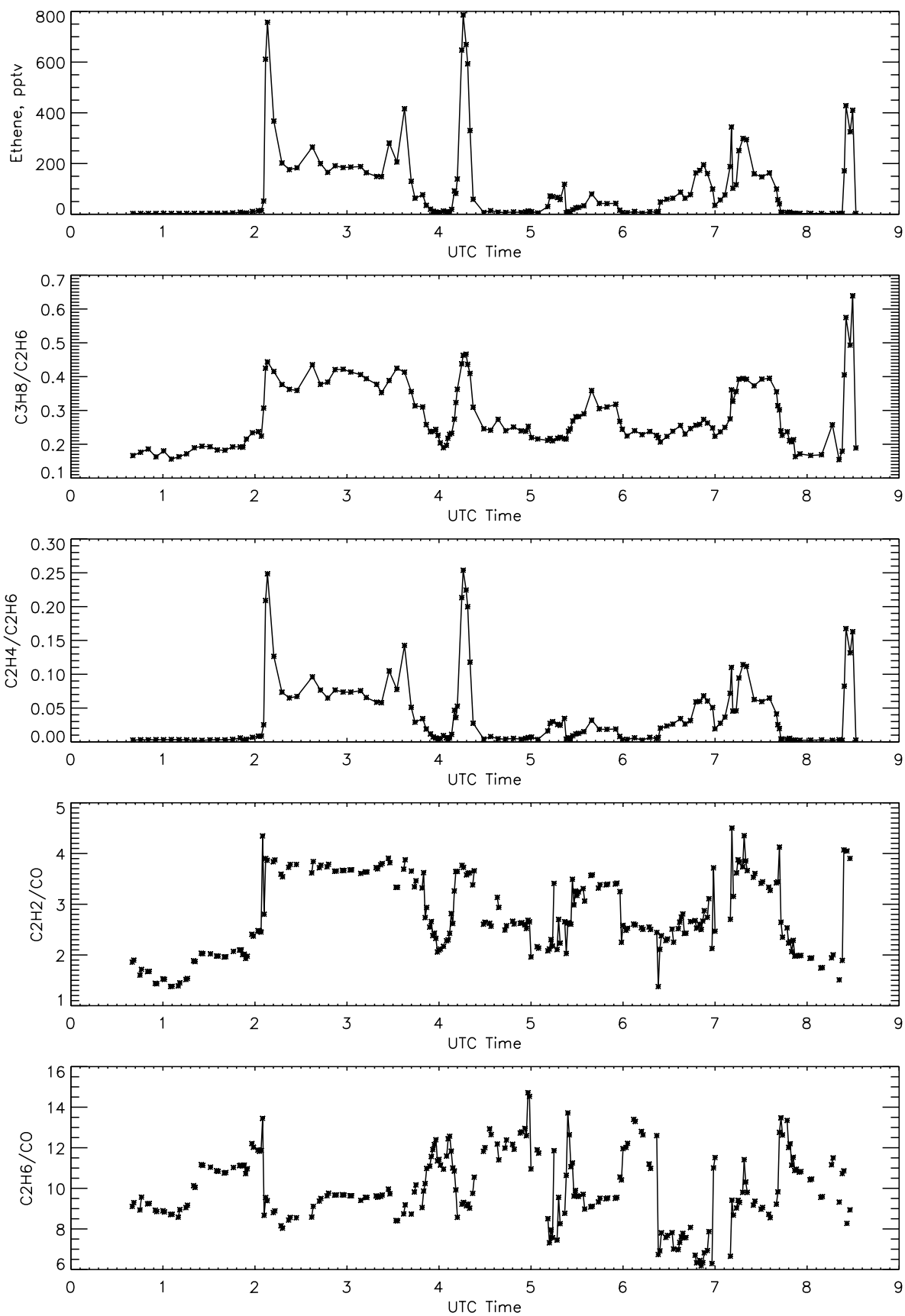
# FINAL DATA: TRACE-P P3-B Flight 19



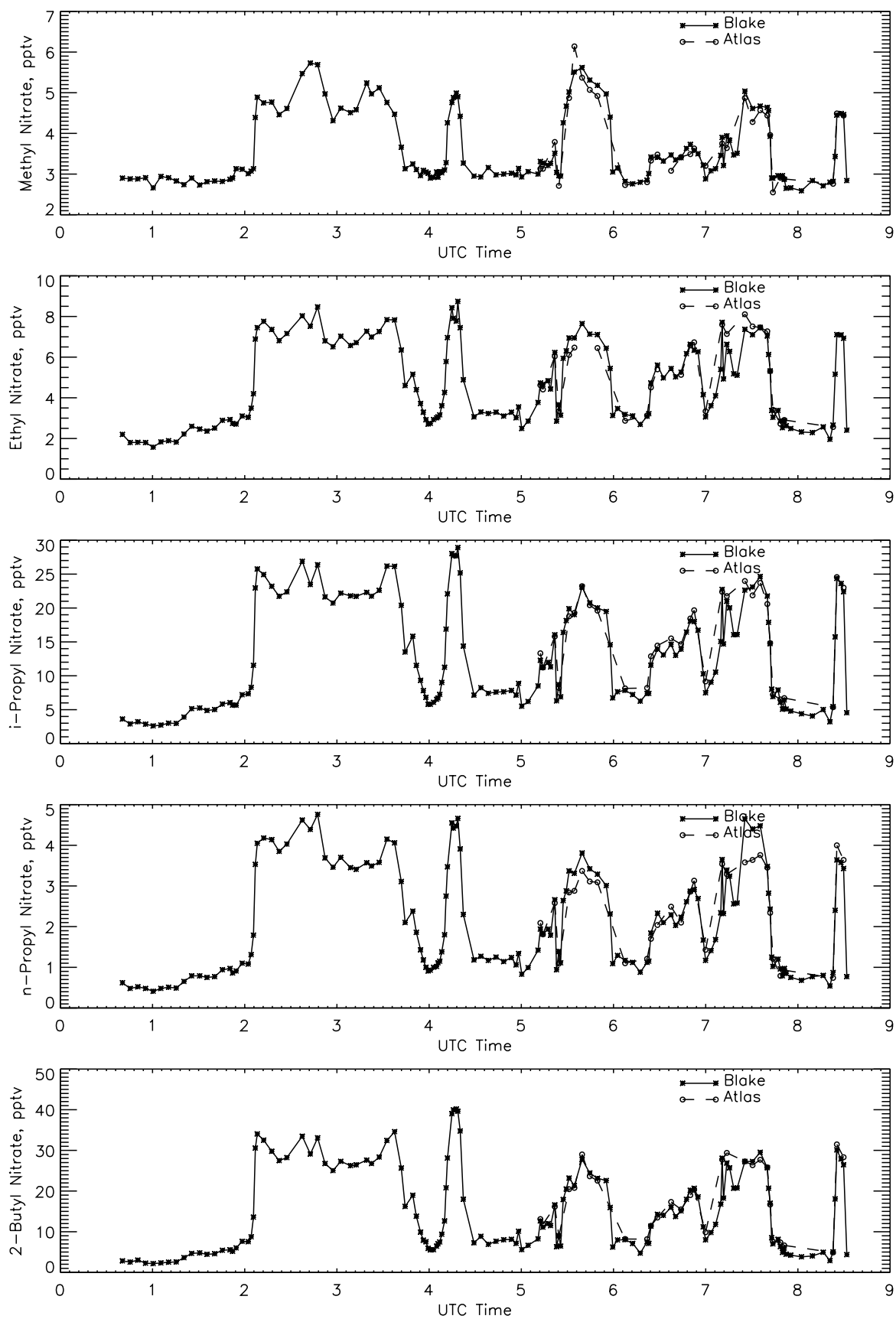
# FINAL DATA: TRACE-P P3-B Flight 19



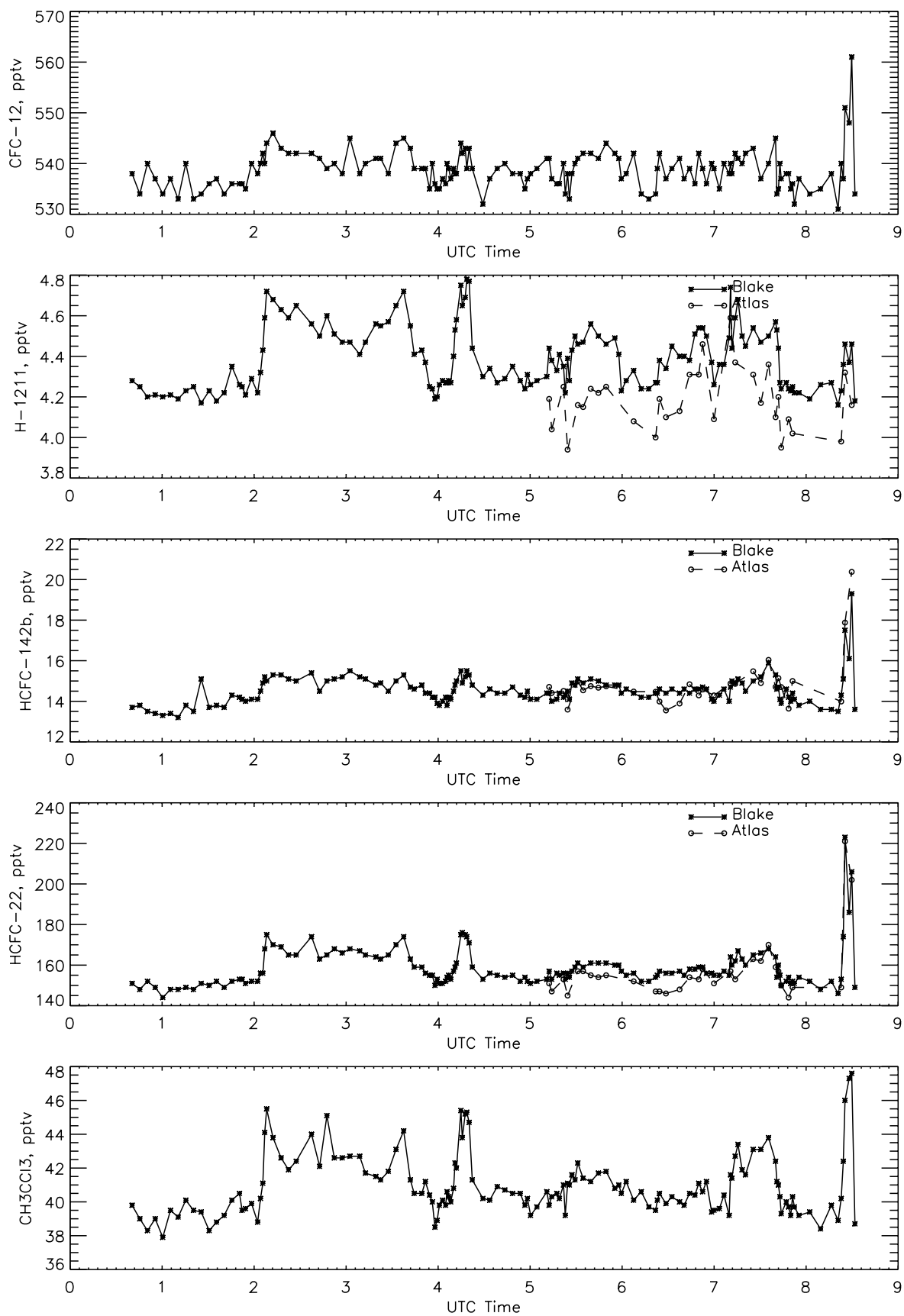
# FINAL DATA: TRACE-P P3-B Flight 19



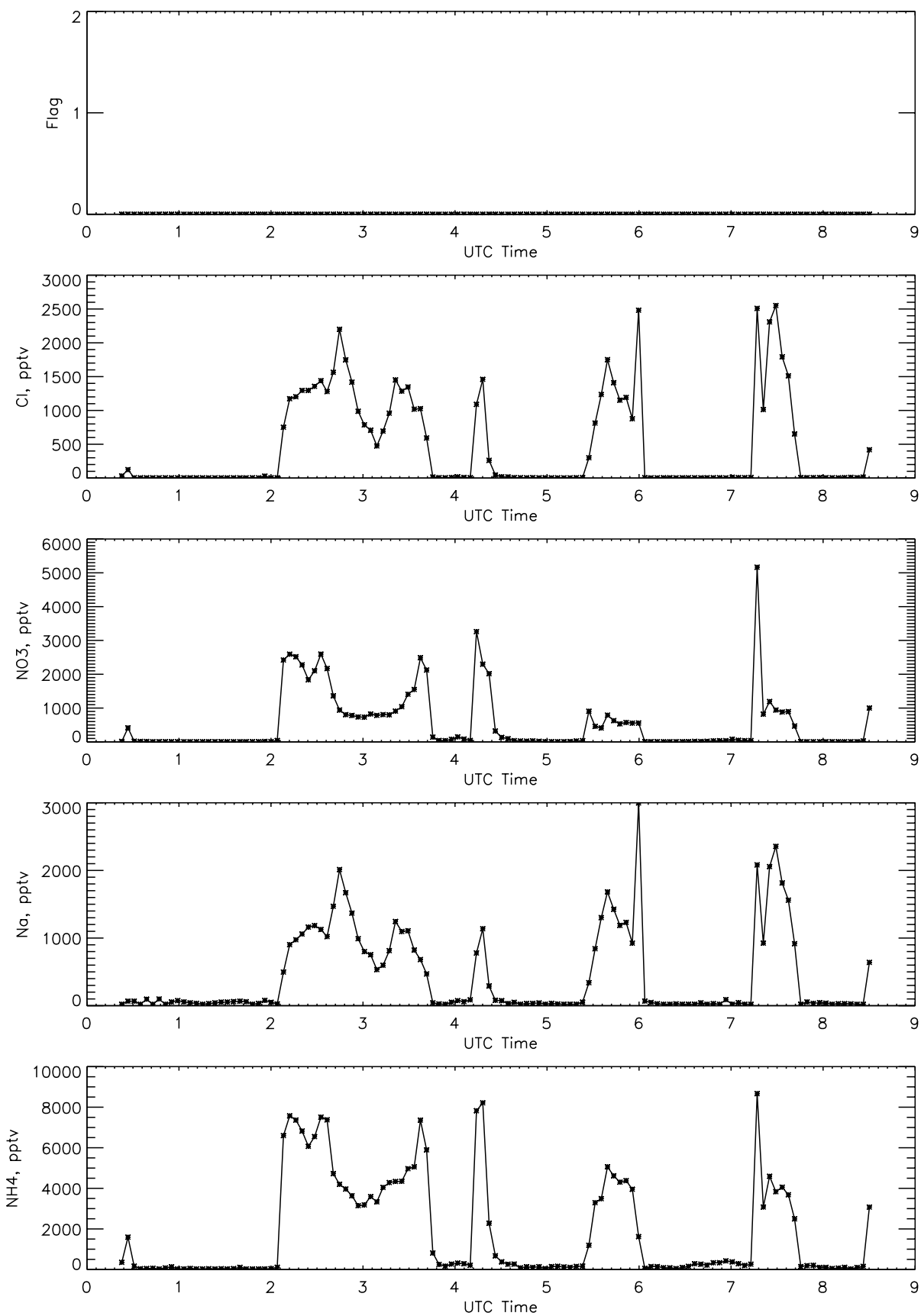
# FINAL DATA: TRACE-P P3-B Flight 19



# FINAL DATA: TRACE-P P3-B Flight 19

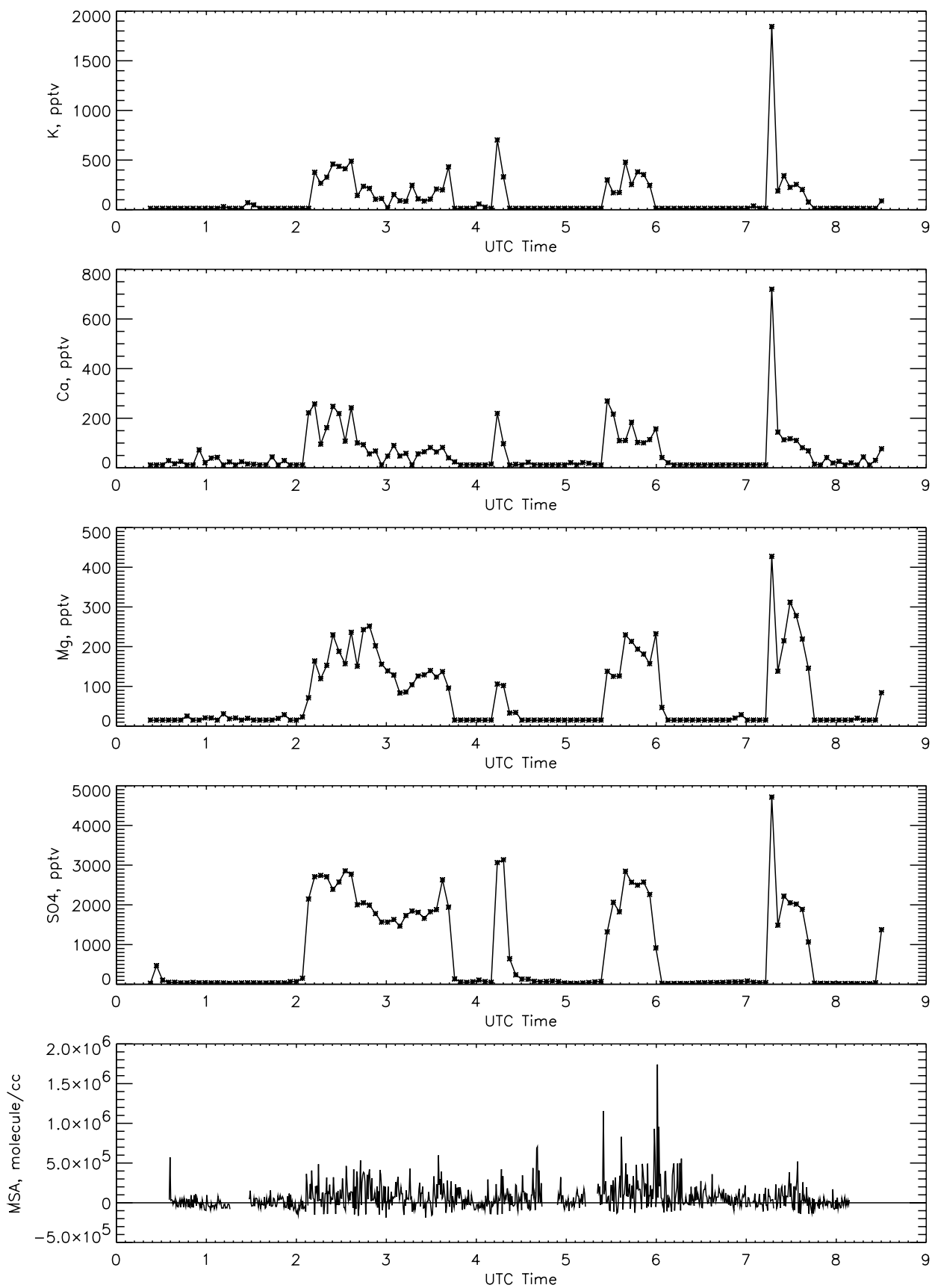


# FINAL DATA: TRACE-P P3-B Flight 19

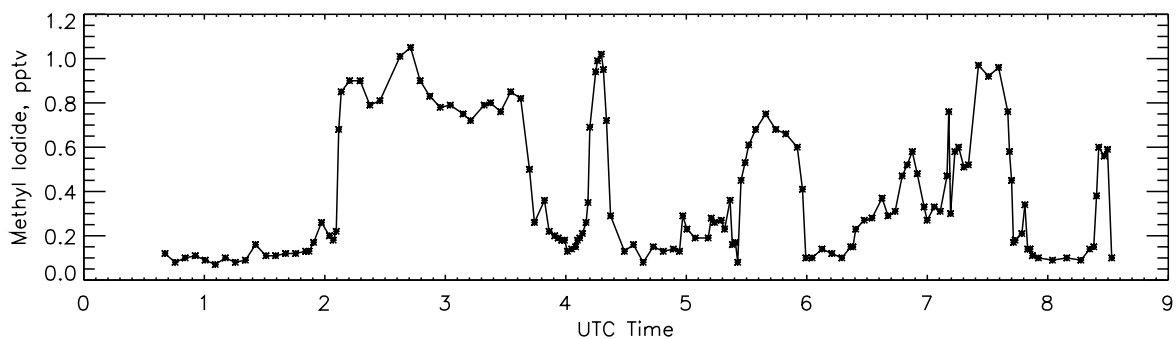
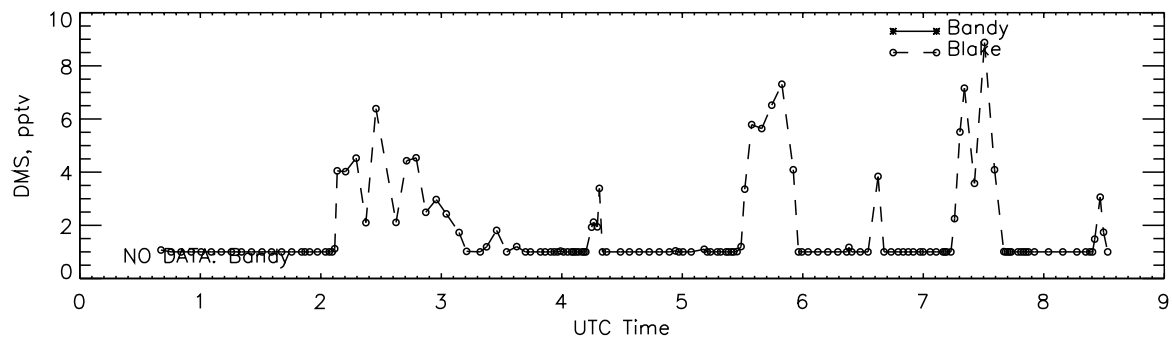
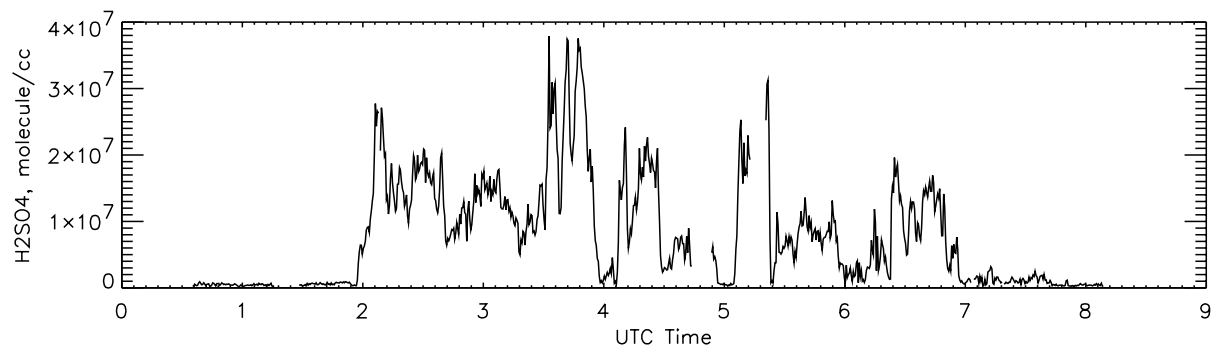
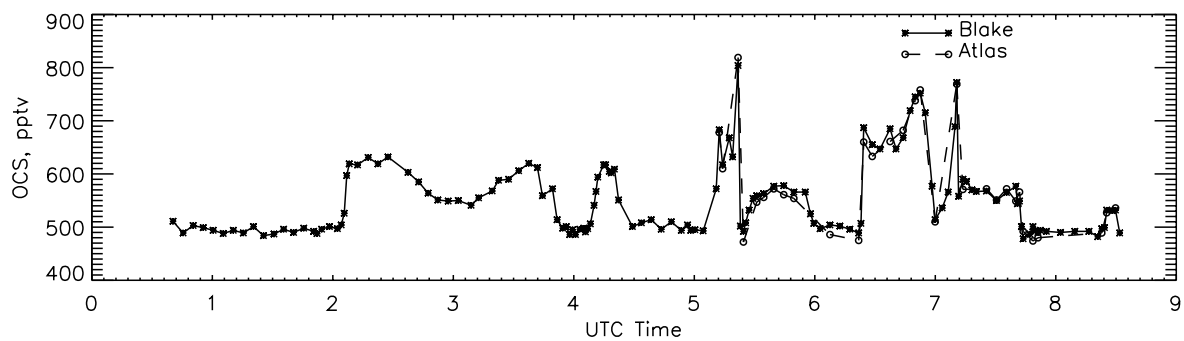
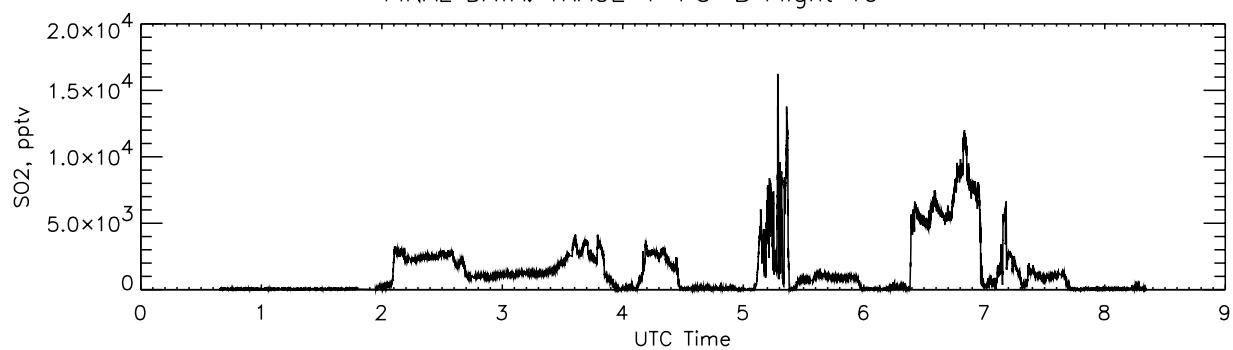




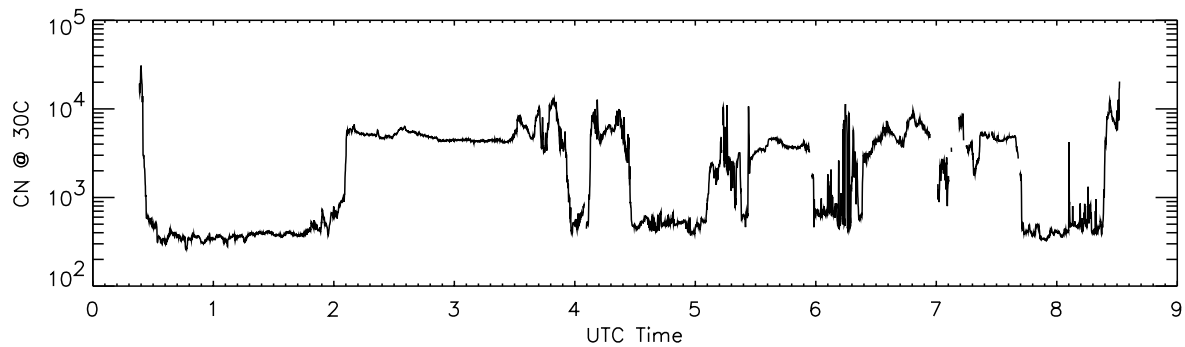
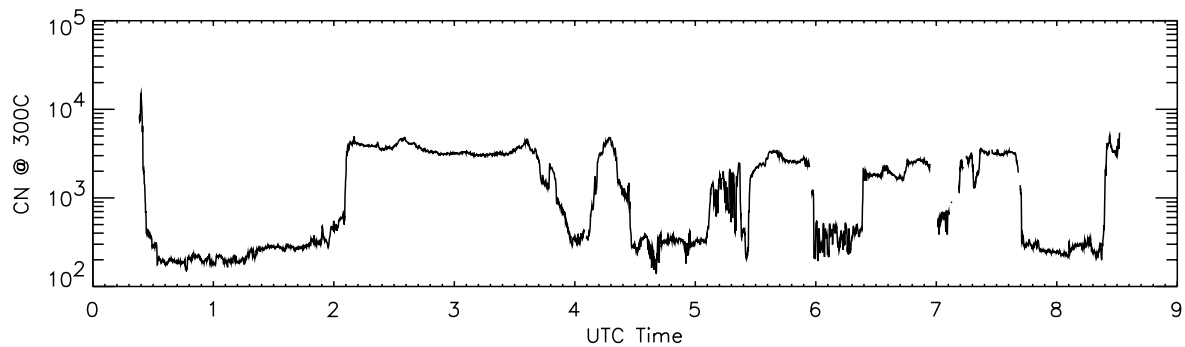
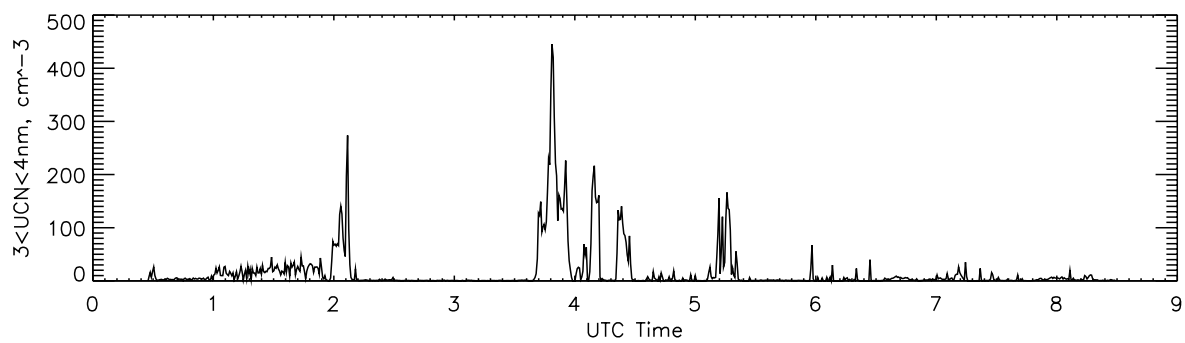
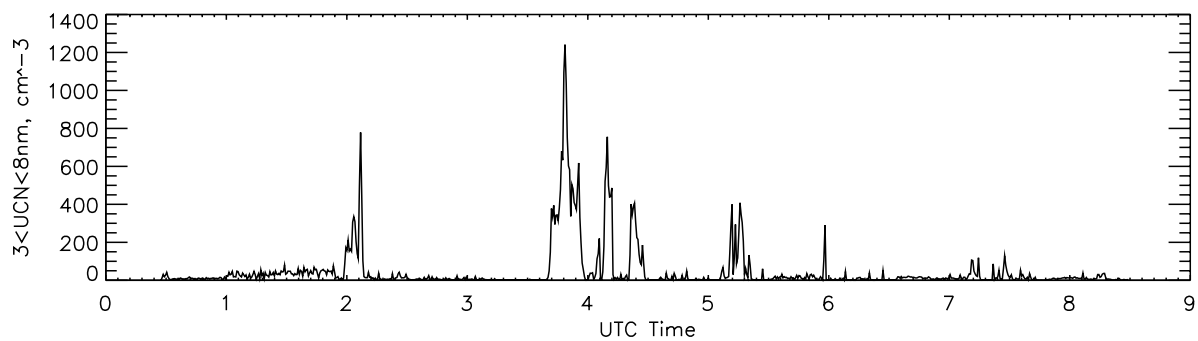
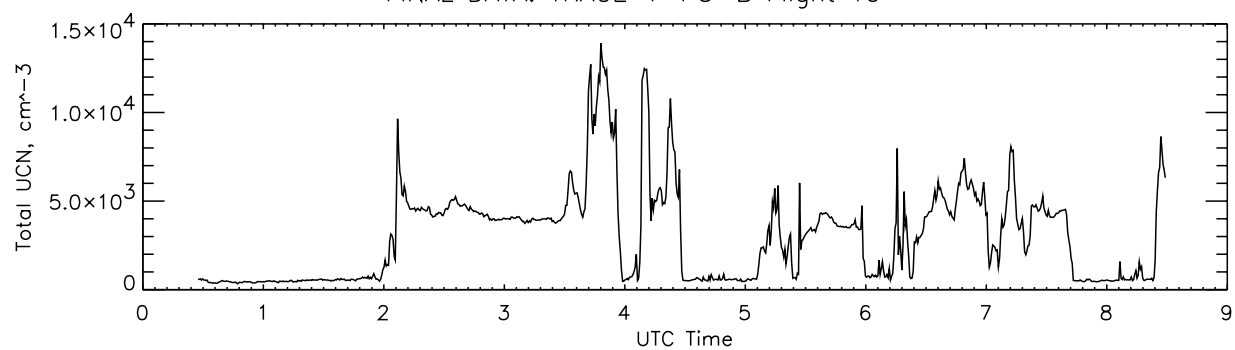
# FINAL DATA: TRACE-P P3-B Flight 19



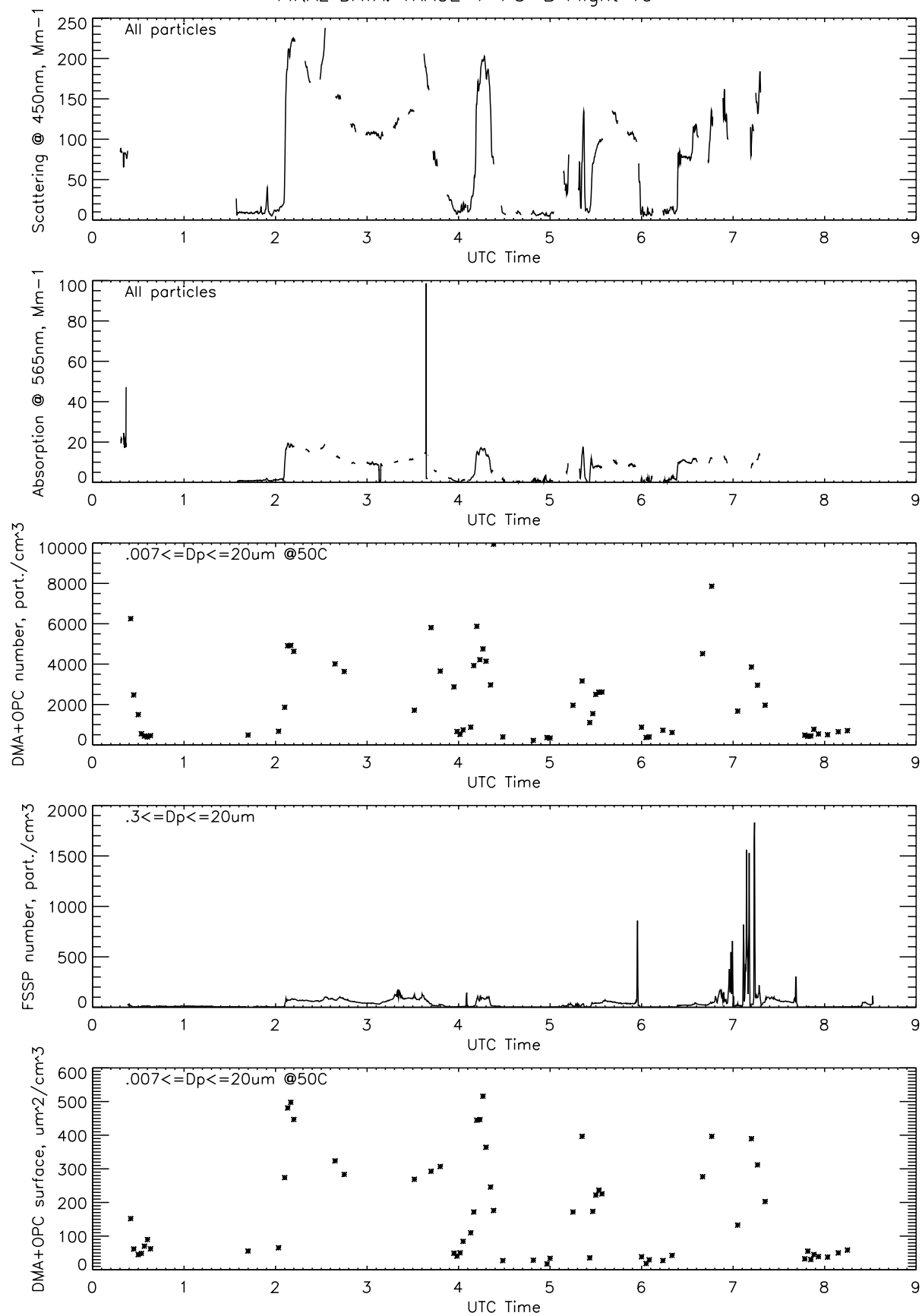
# FINAL DATA: TRACE-P P3-B Flight 19



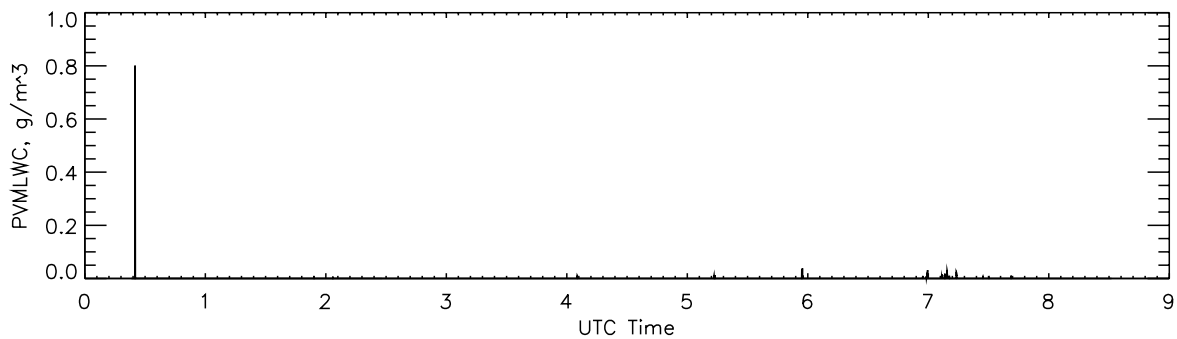
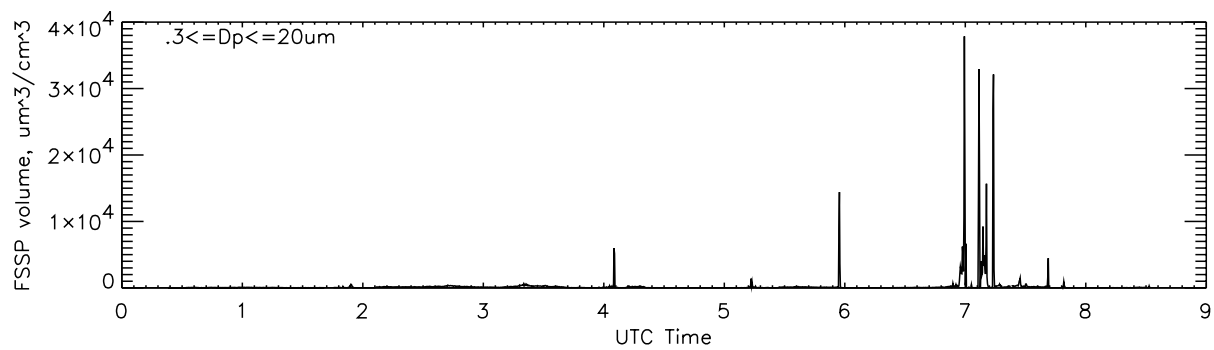
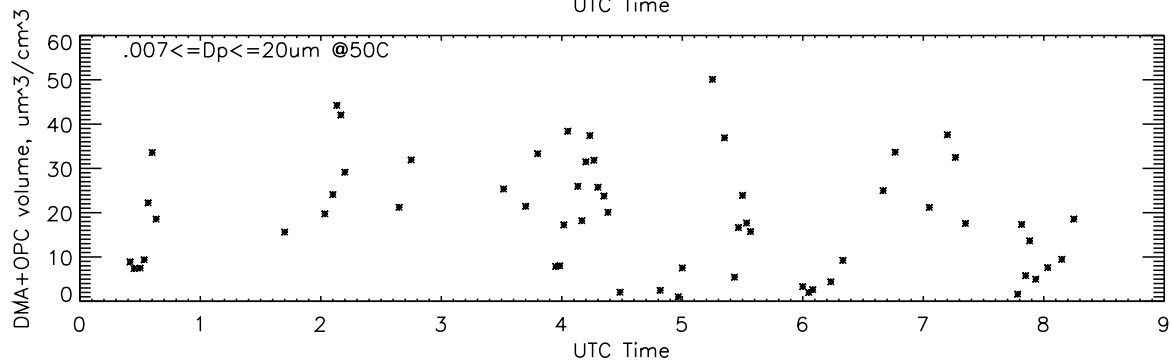
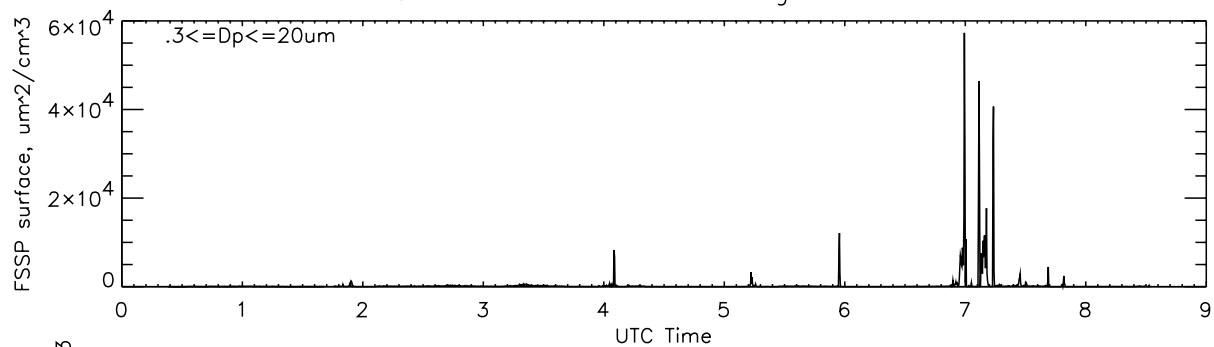
# FINAL DATA: TRACE-P P3-B Flight 19



# FINAL DATA: TRACE-P P3-B Flight 19

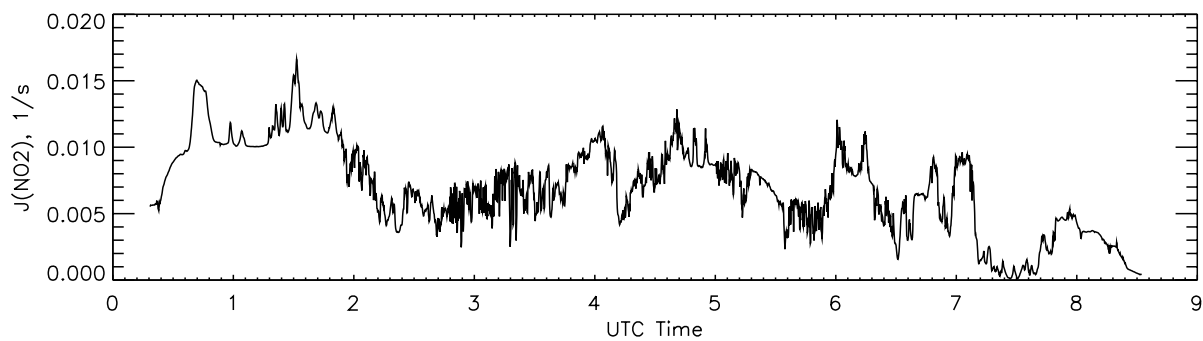
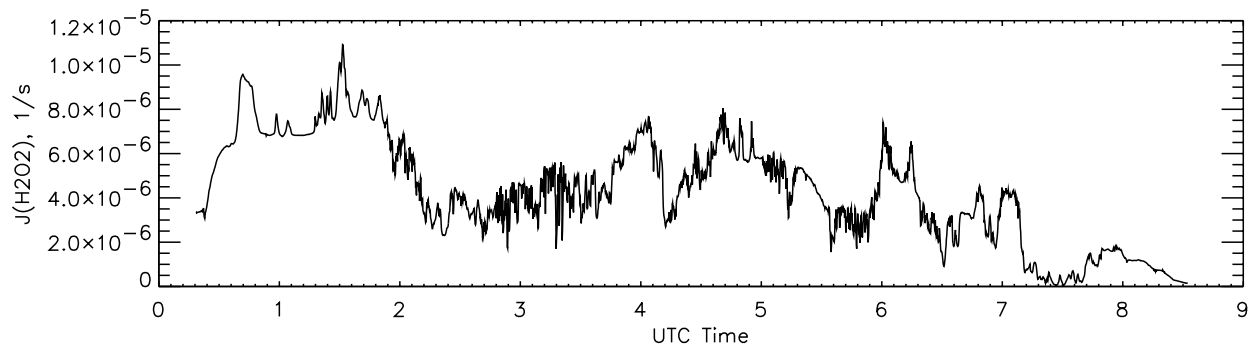
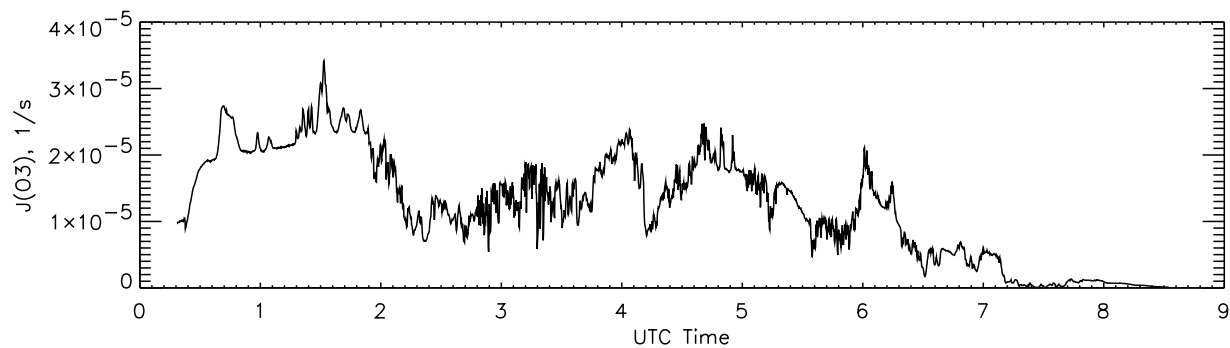
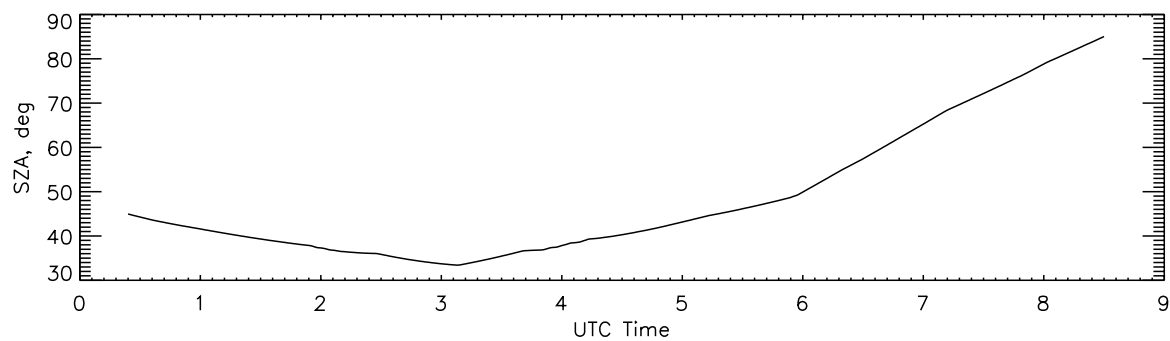
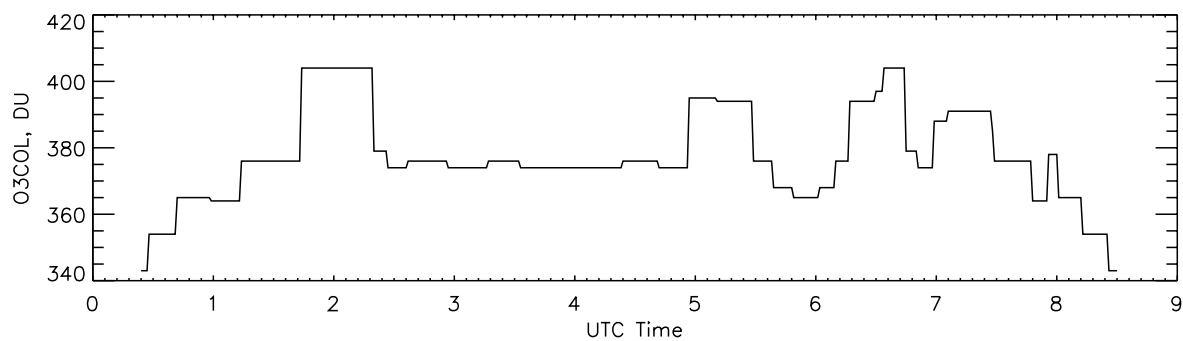


# FINAL DATA: TRACE-P P3-B Flight 19

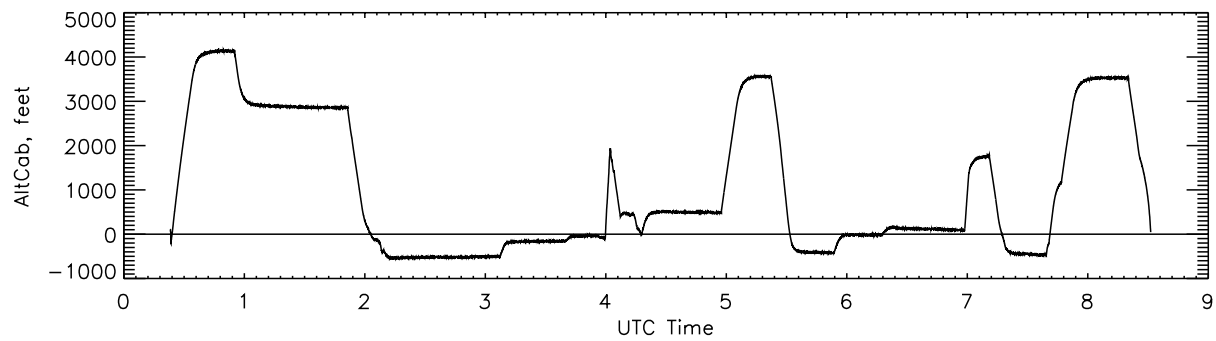
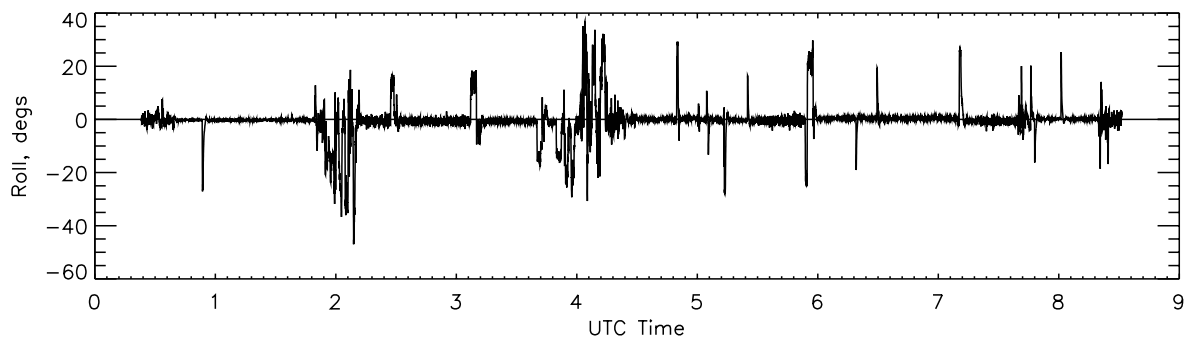
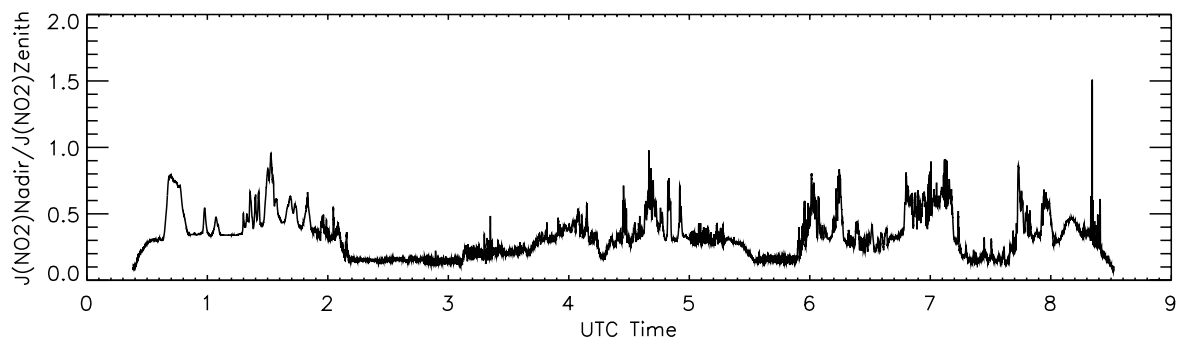
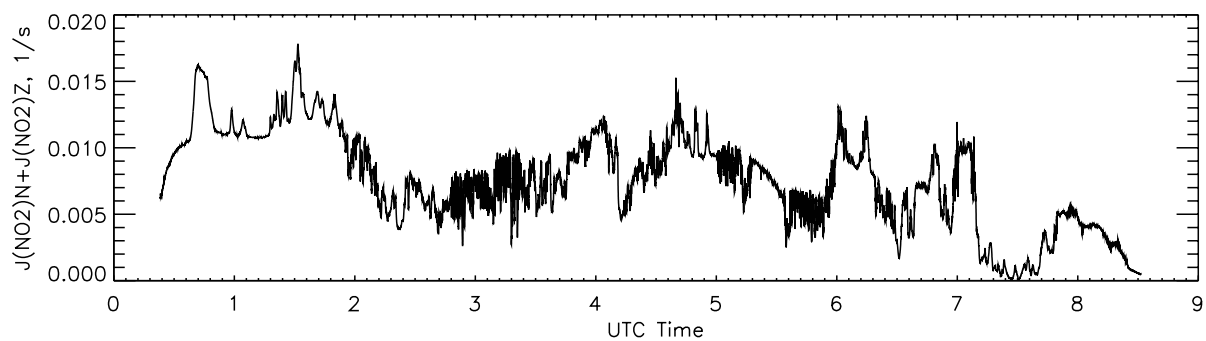


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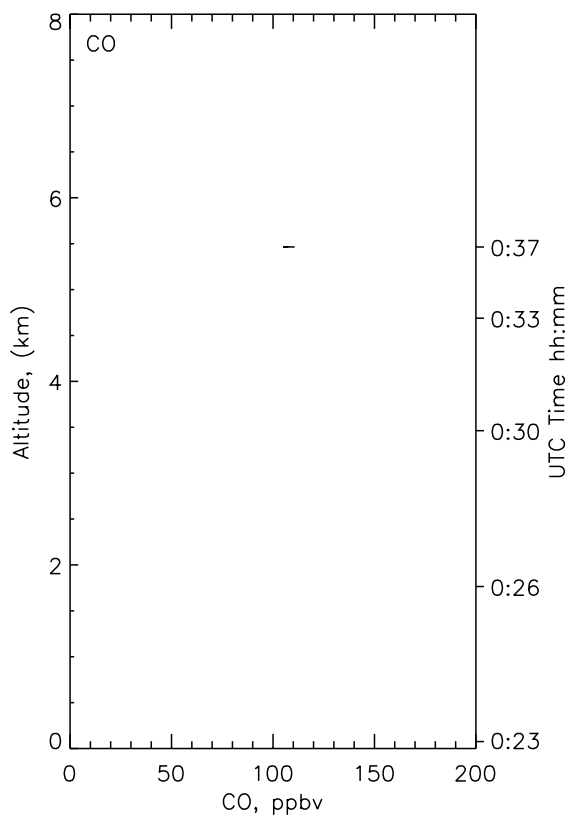
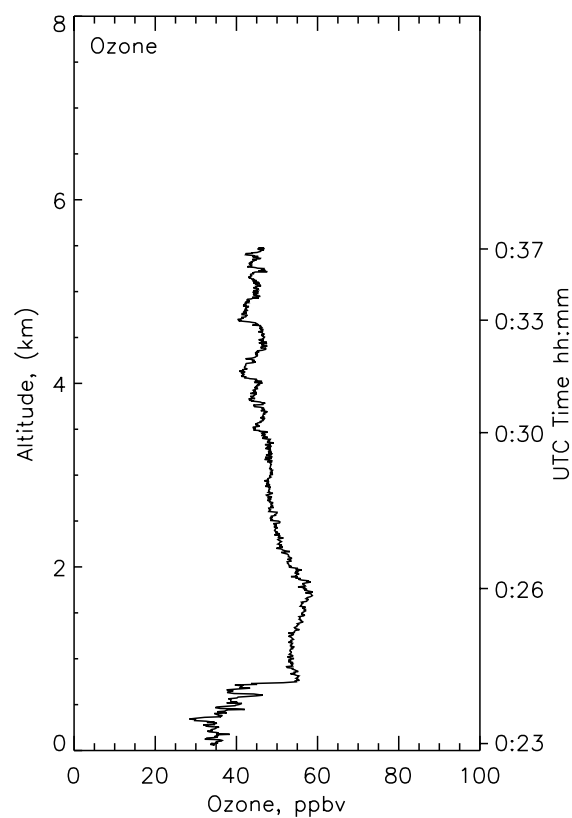
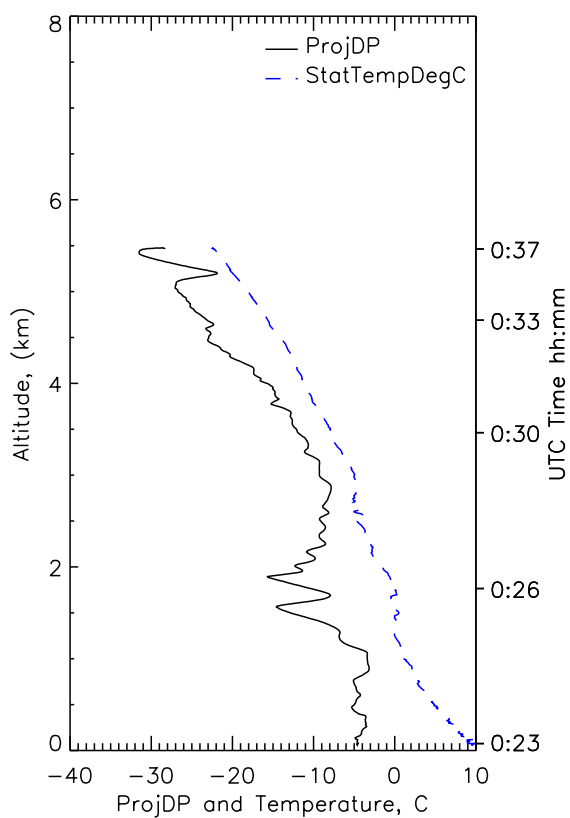
# FINAL DATA: TRACE-P P3-B Flight 19



# FINAL DATA: TRACE-P P3-B Flight 19

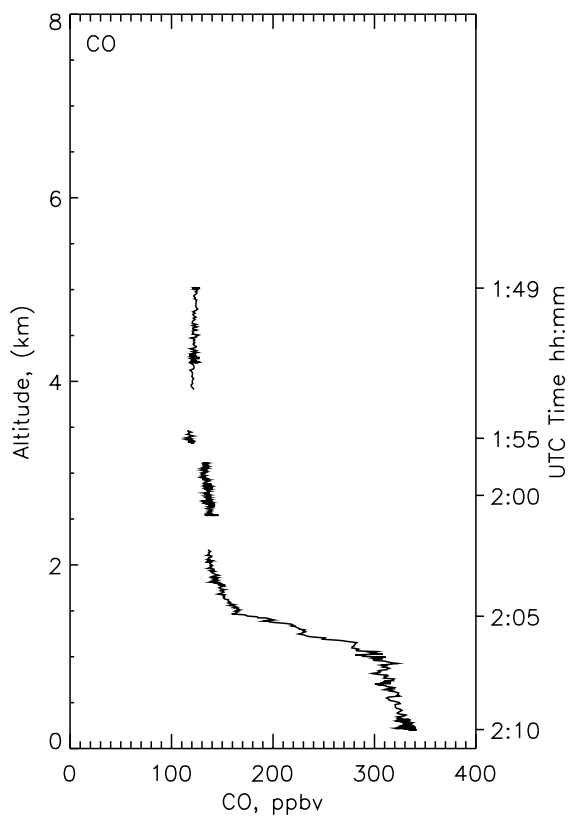
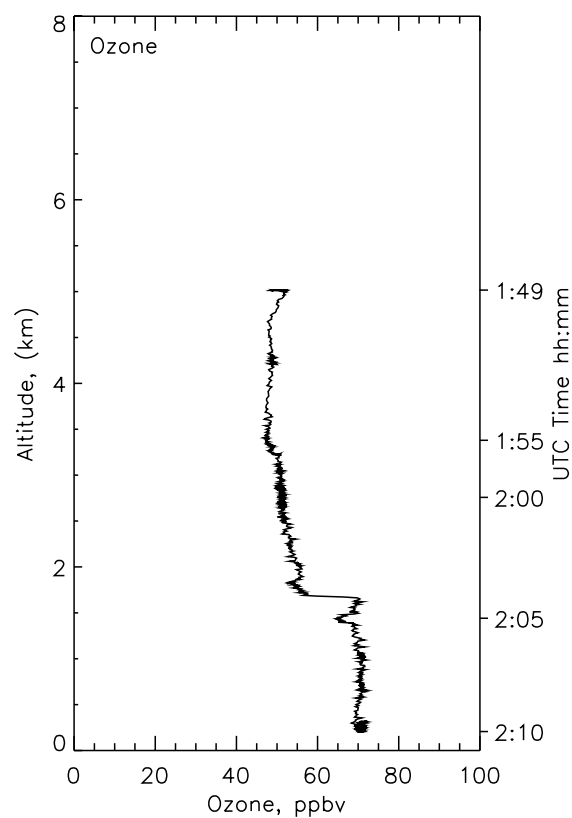
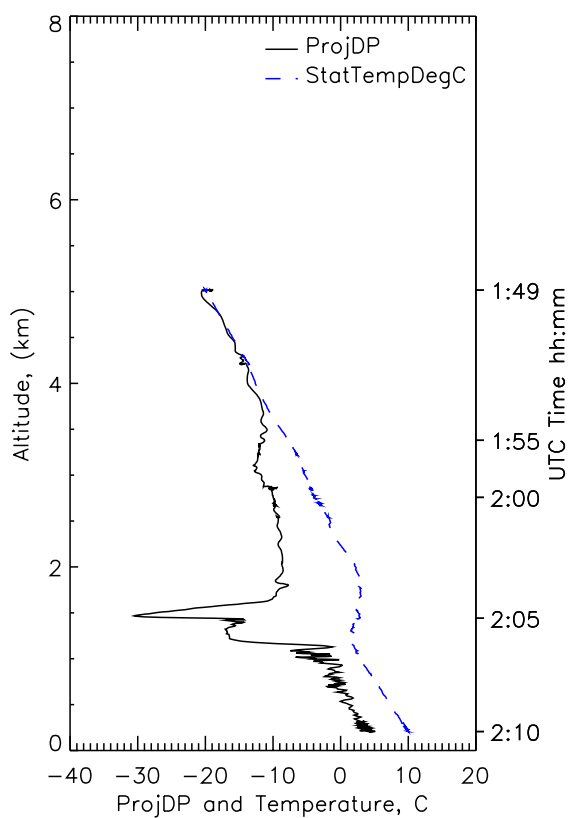


Profile # 1 TRACE-P P3-B Flight 19

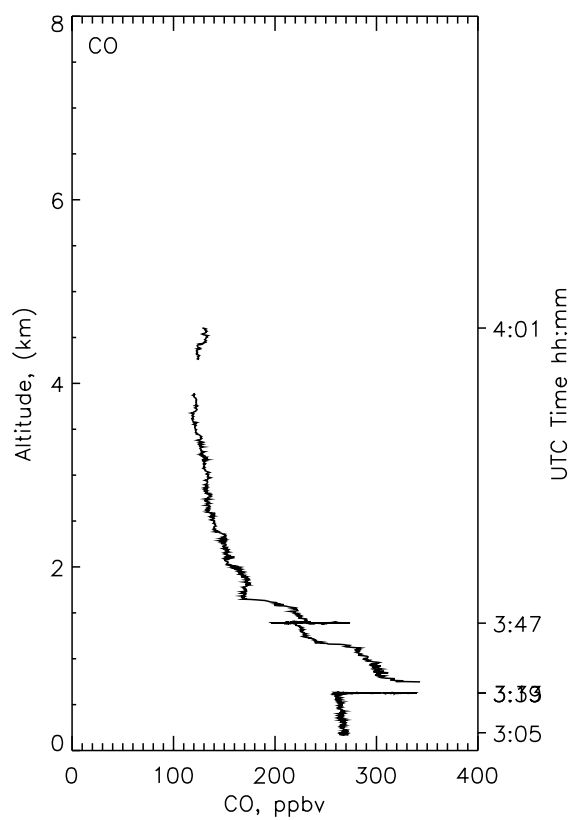
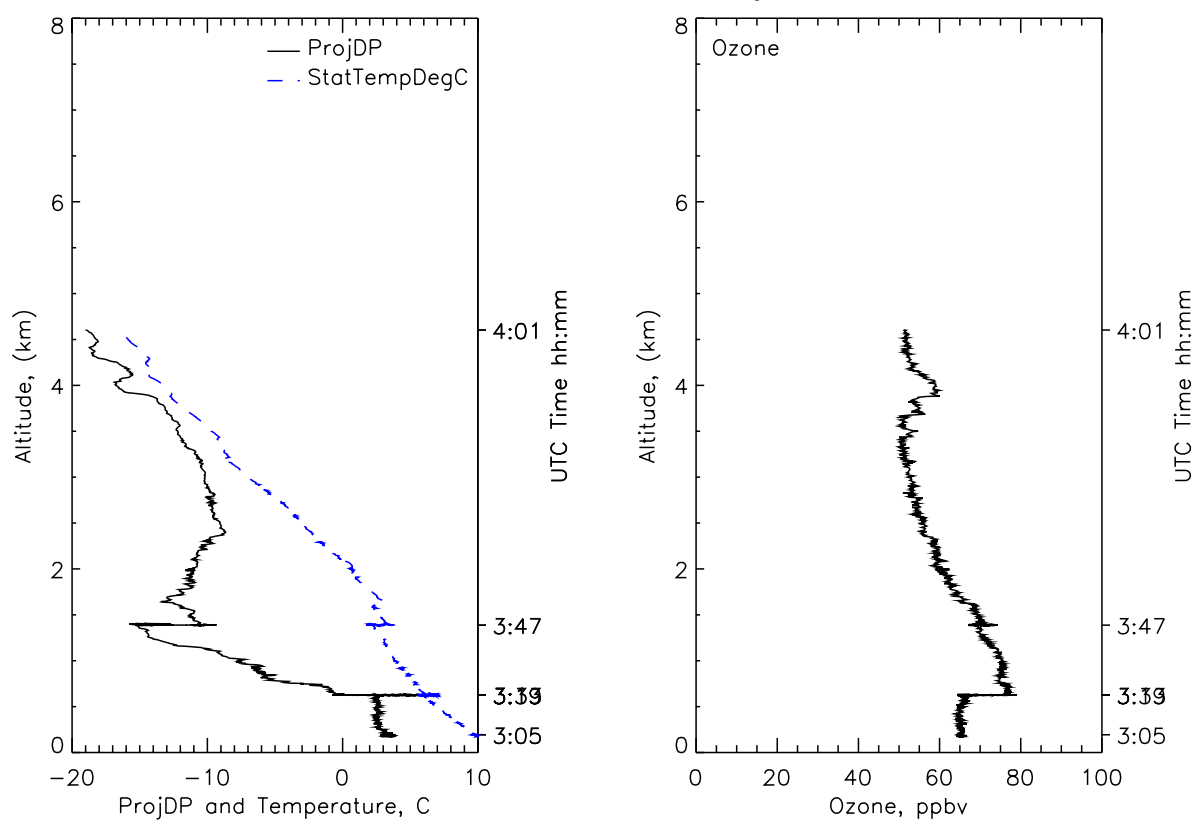




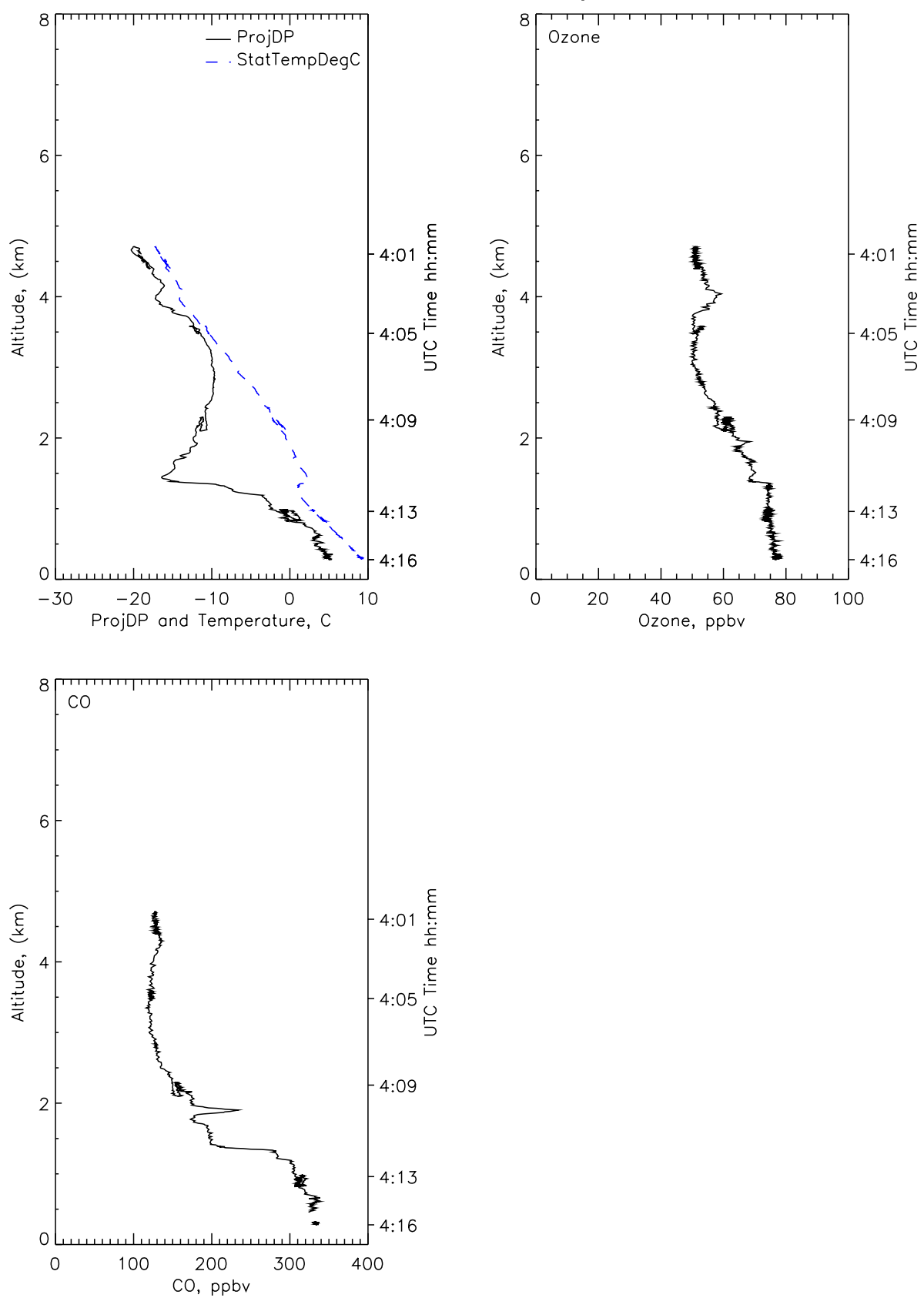
# Profile # 2 TRACE-P P3-B Flight 19



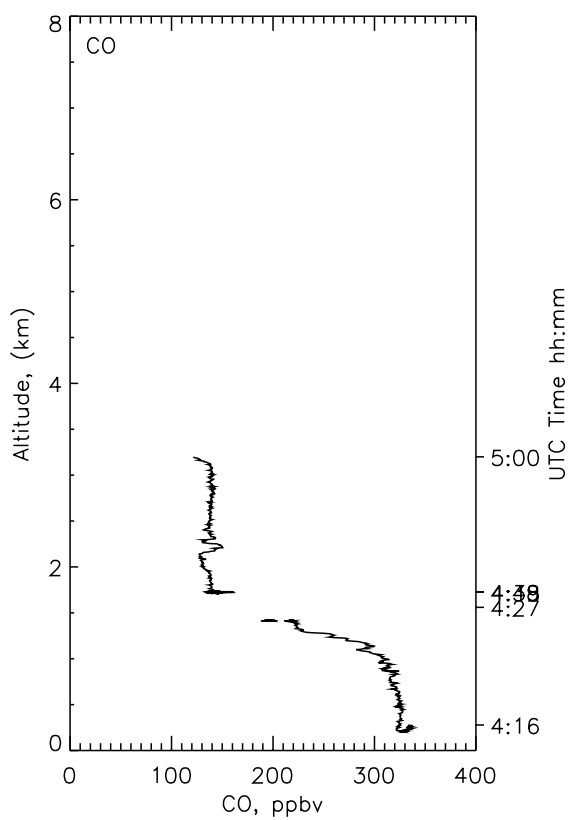
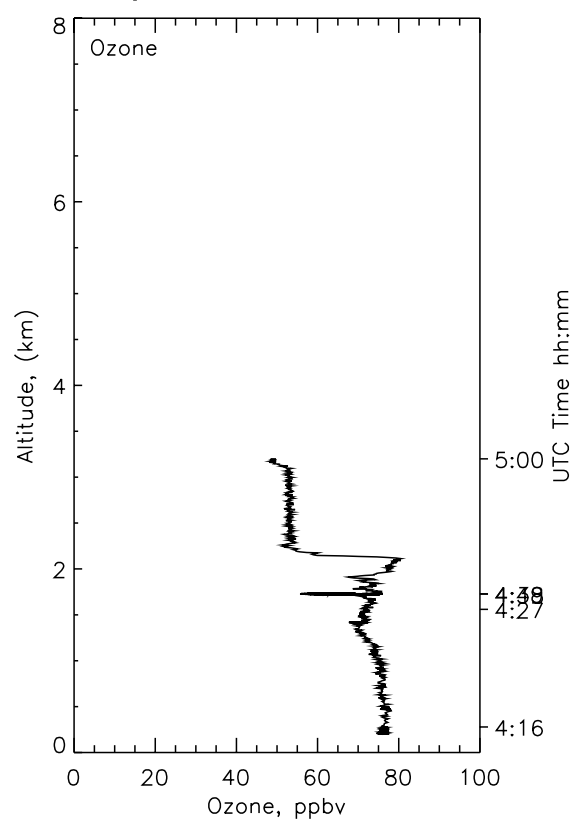
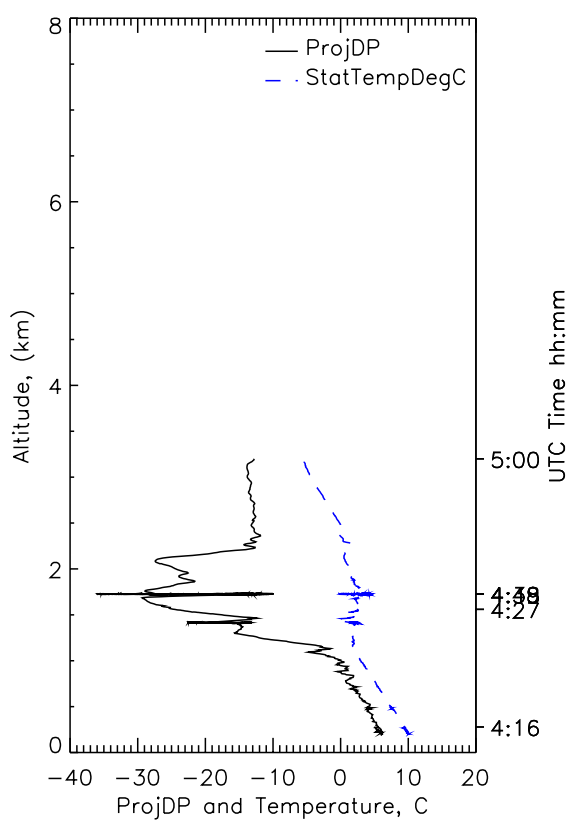
Profile # 3 TRACE-P P3-B Flight 19



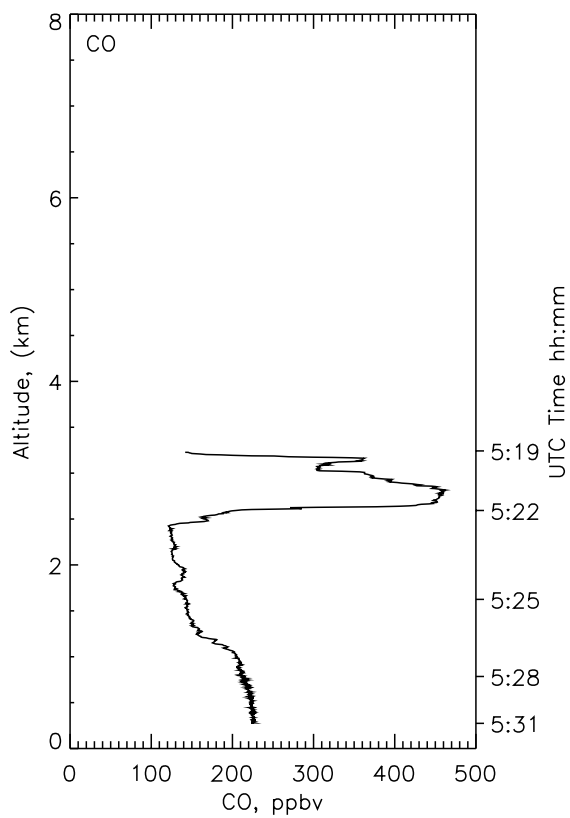
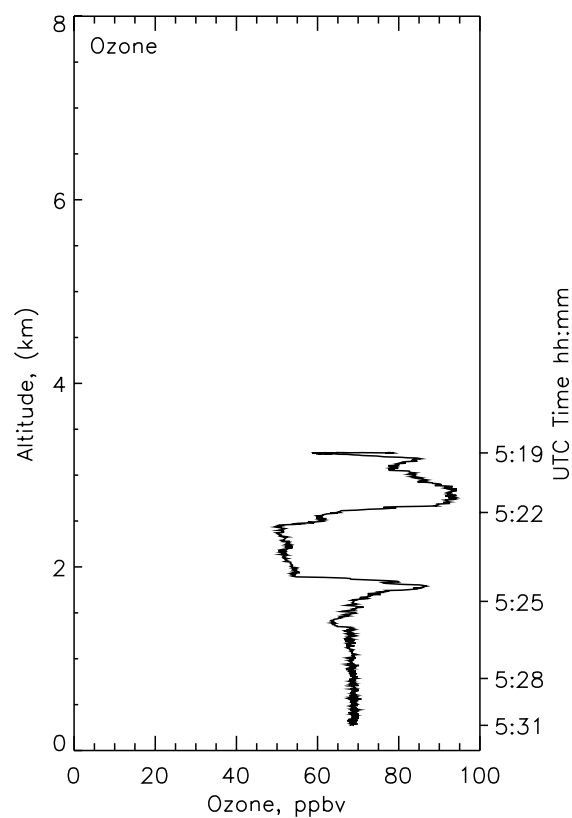
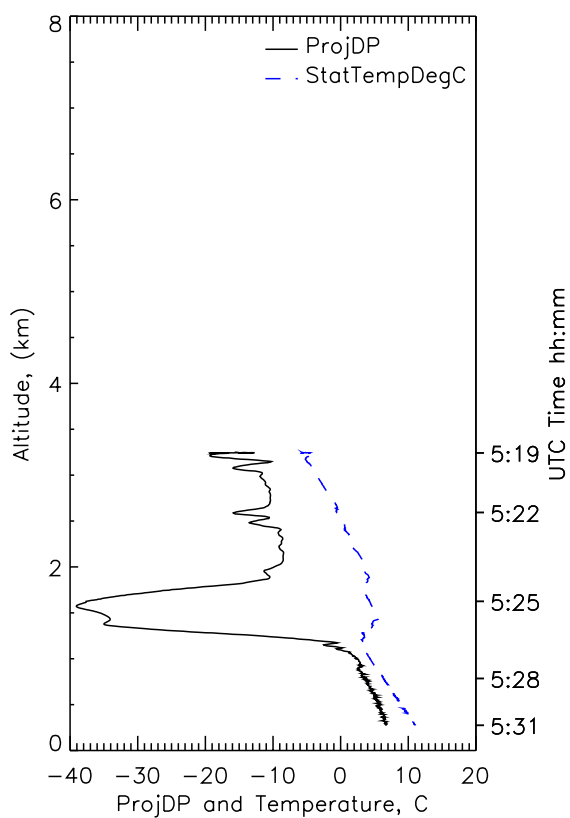
Profile # 4 TRACE-P P3-B Flight 19



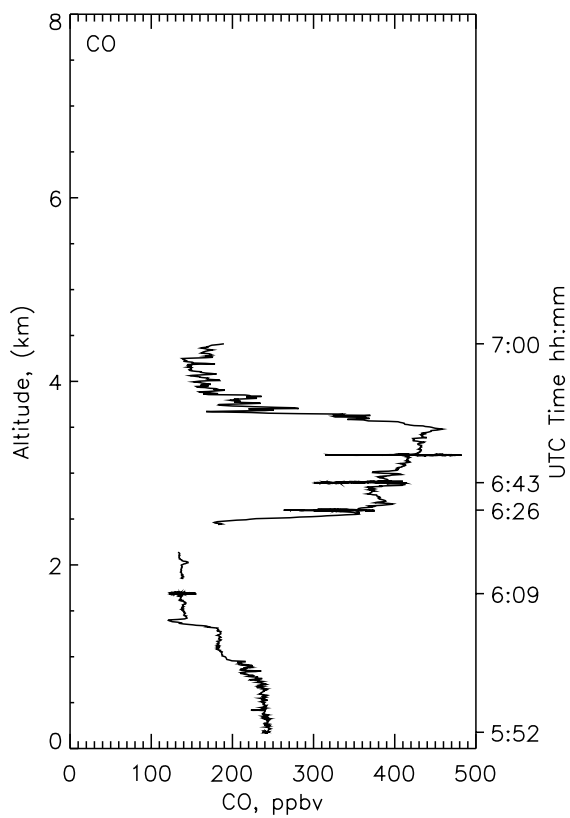
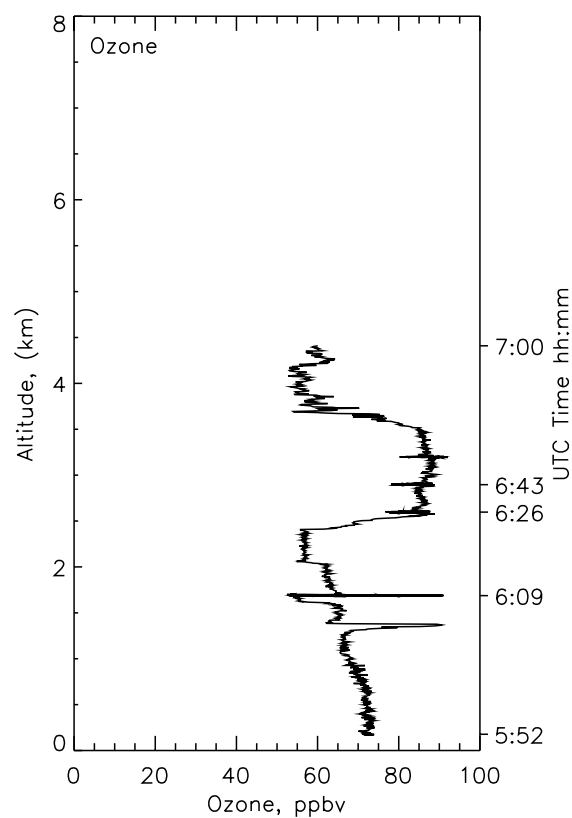
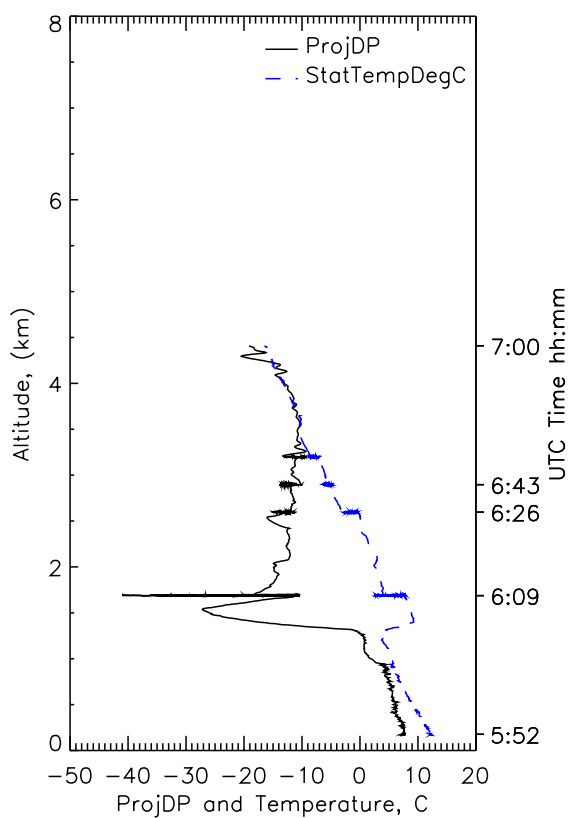
# Profile # 5 TRACE-P P3-B Flight 19



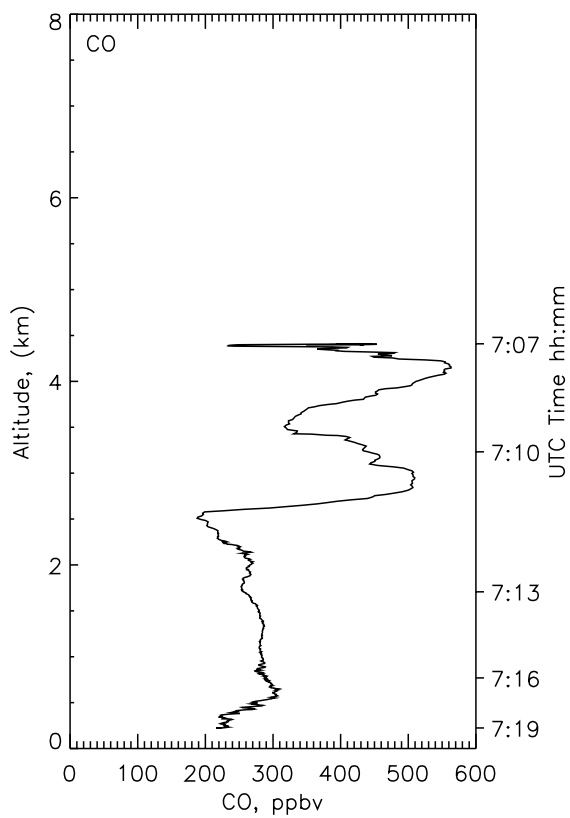
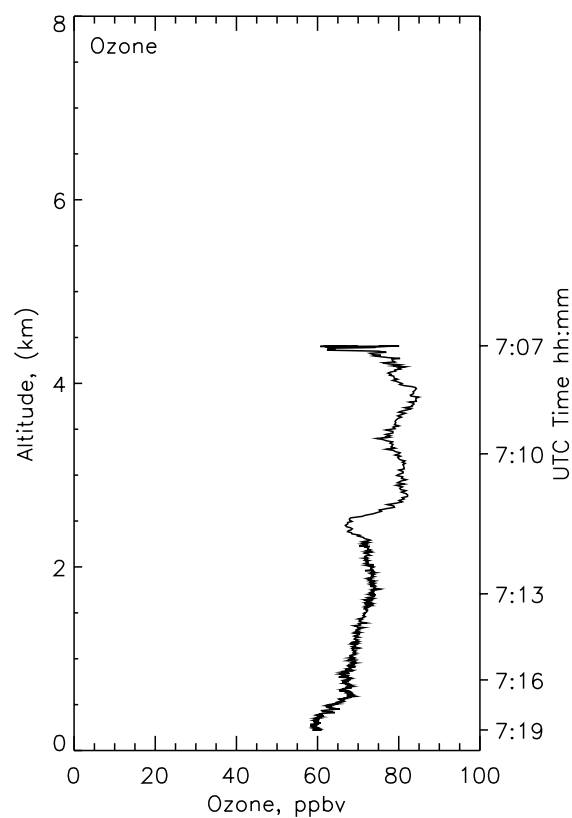
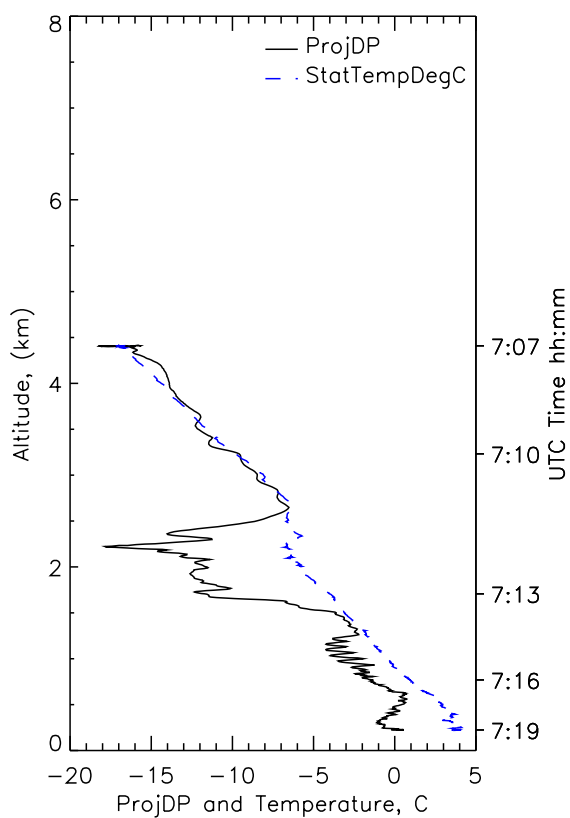
# Profile # 6 TRACE-P P3-B Flight 19



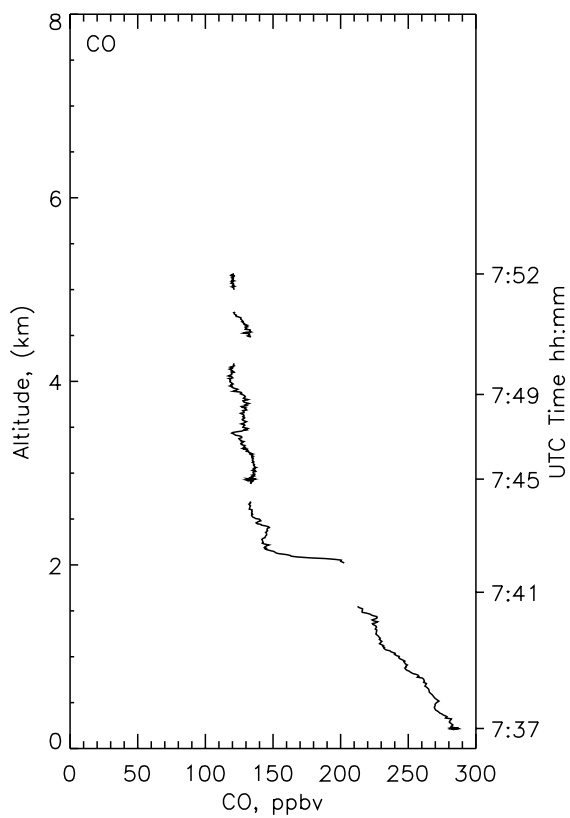
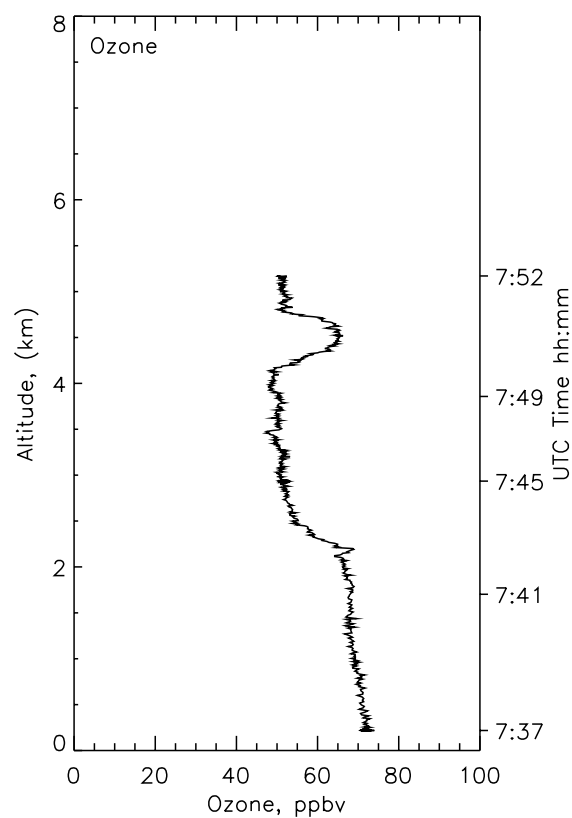
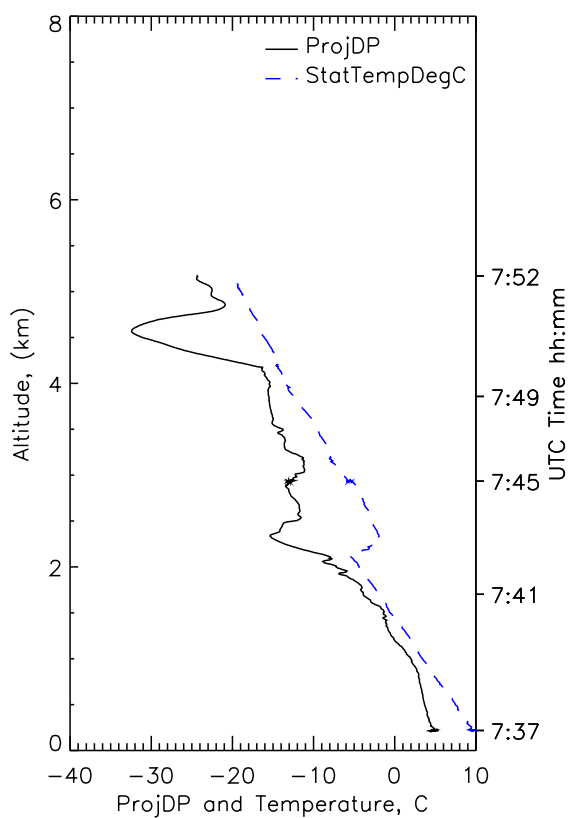
# Profile # 7 TRACE-P P3-B Flight 19



# Profile # 8 TRACE-P P3-B Flight 19

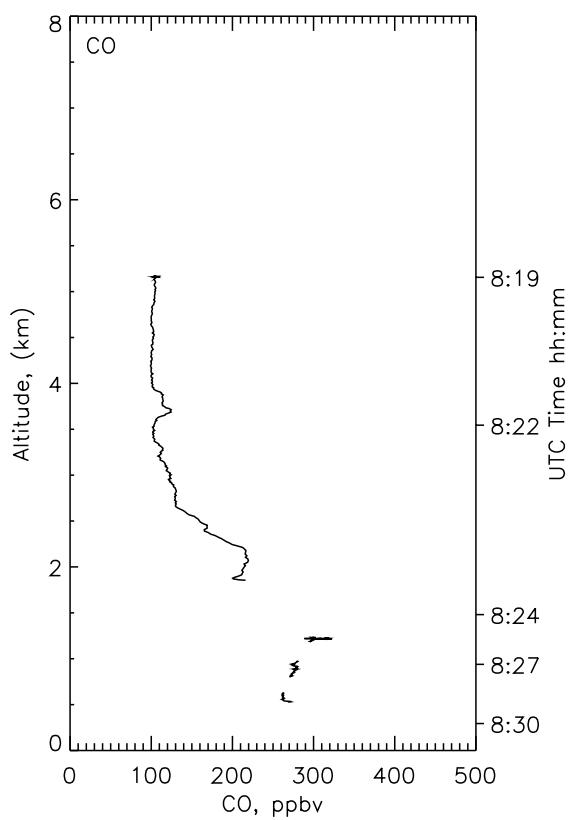
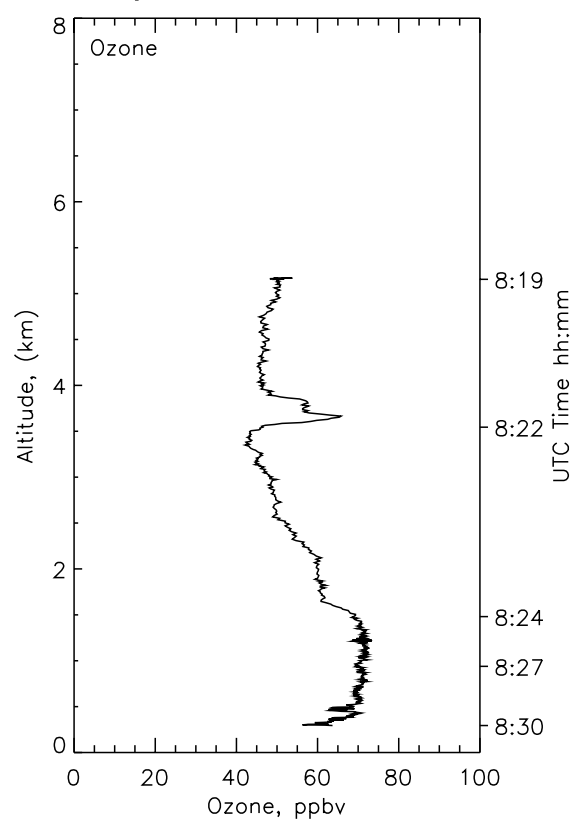
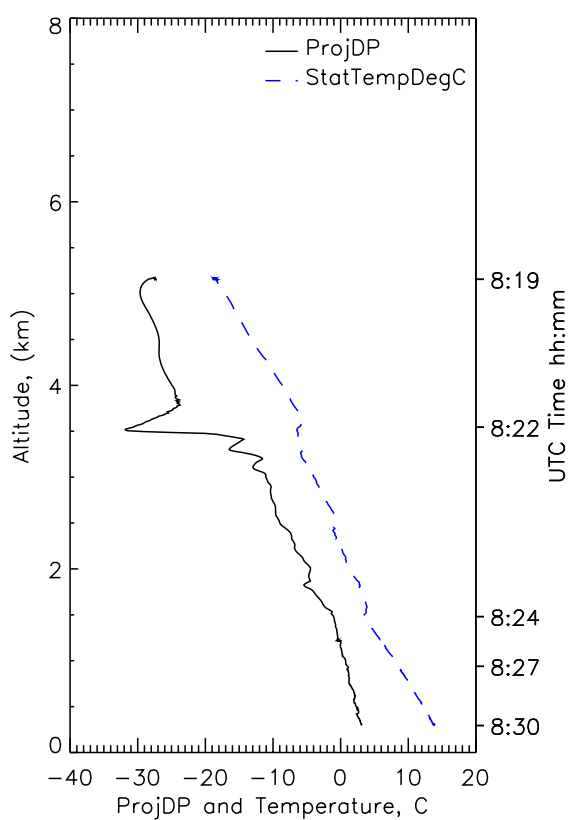


Profile # 9 TRACE-P P3-B Flight 19





Profile #10 TRACE-P P3-B Flight 19



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 20P

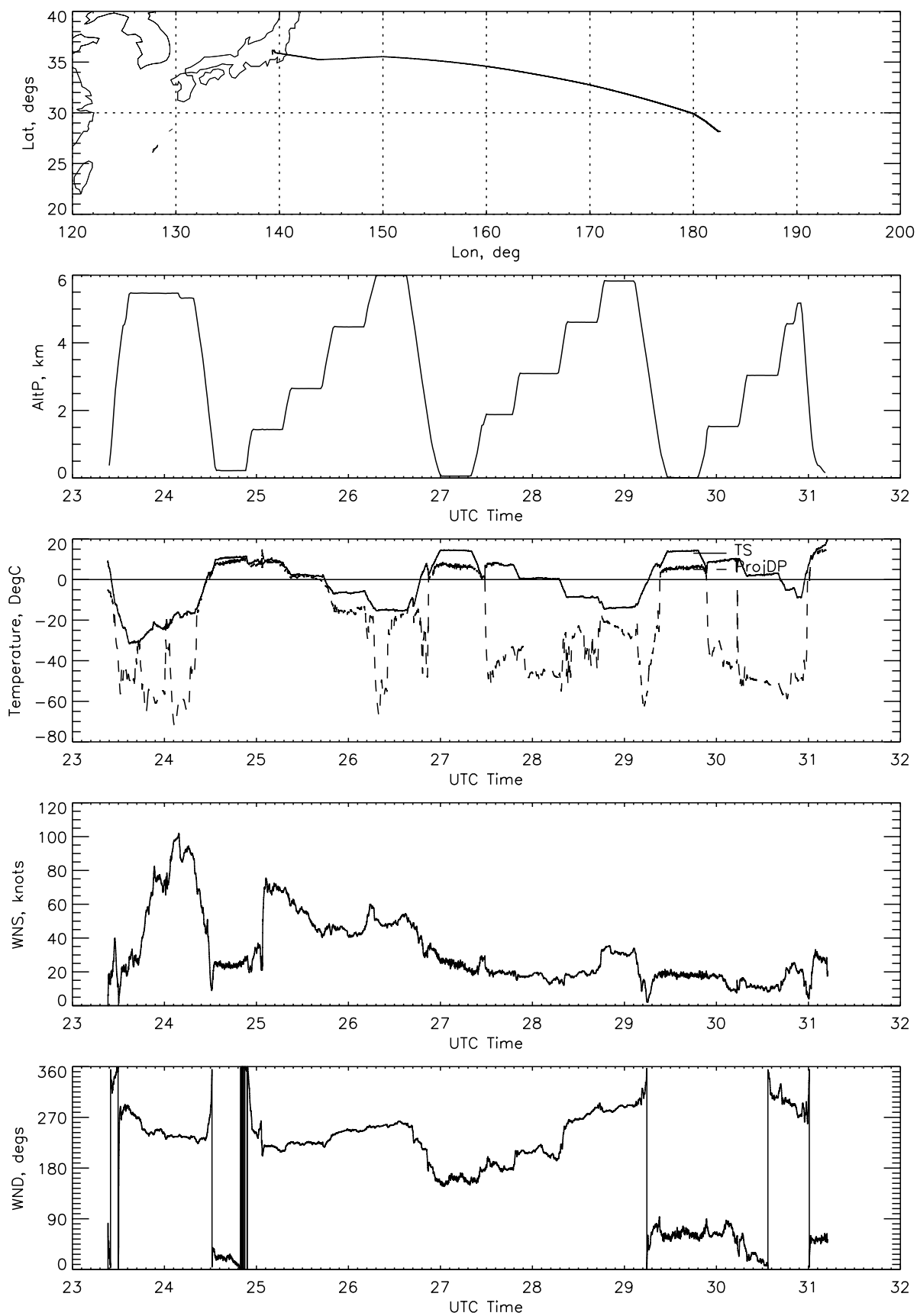
Transit: Yokota AFB, Japan to  
Midway Island

High Altitude Asian Outflow

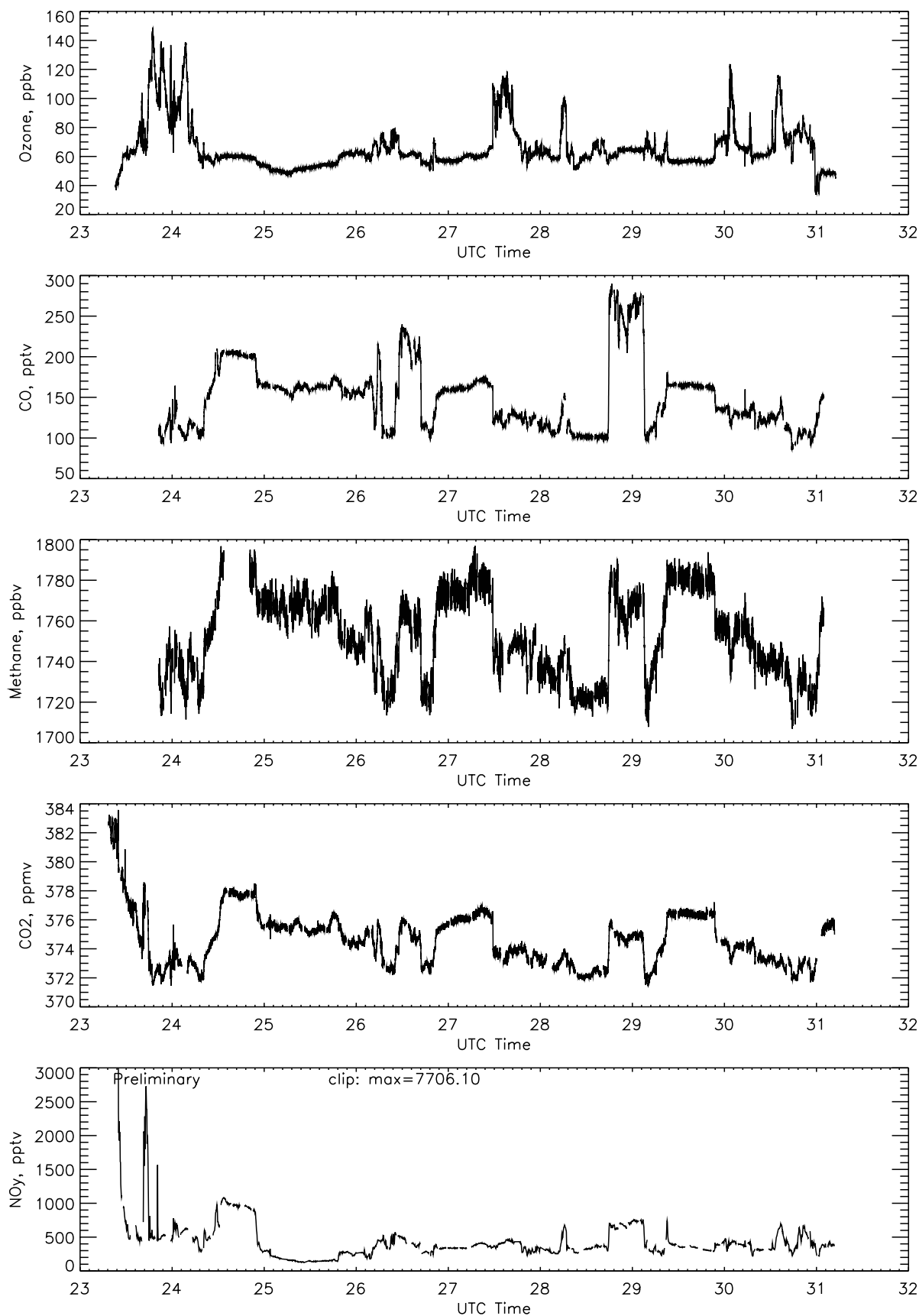
April 3, 2001



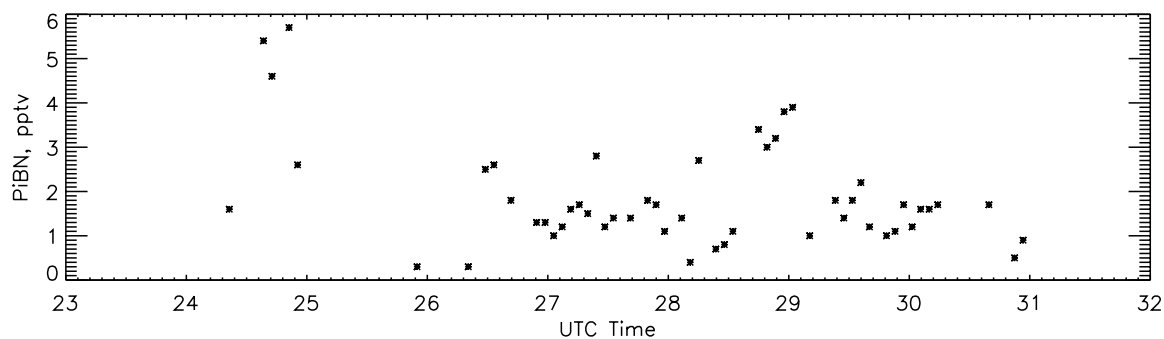
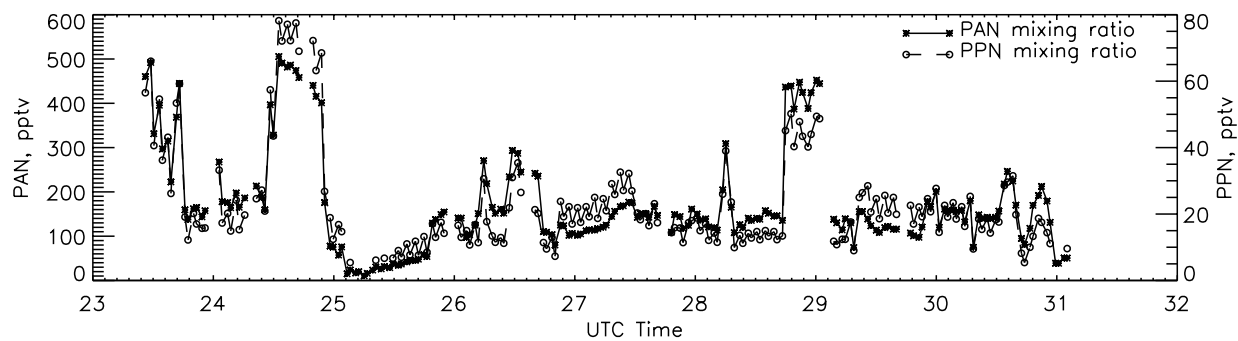
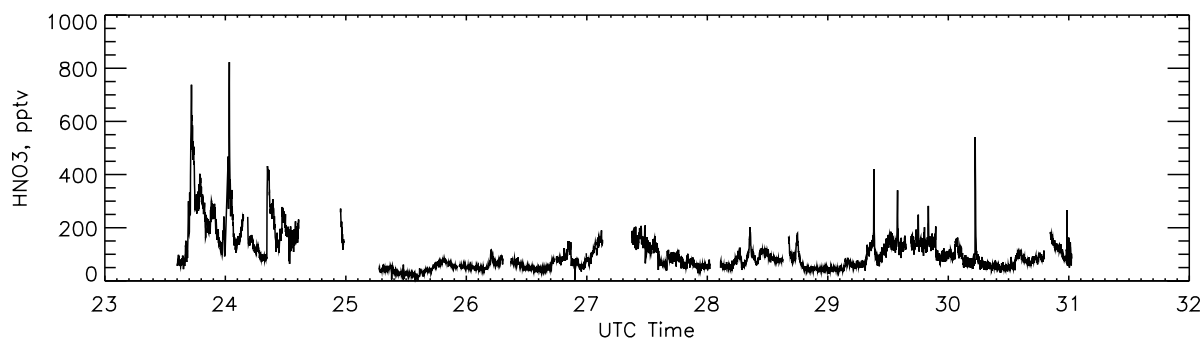
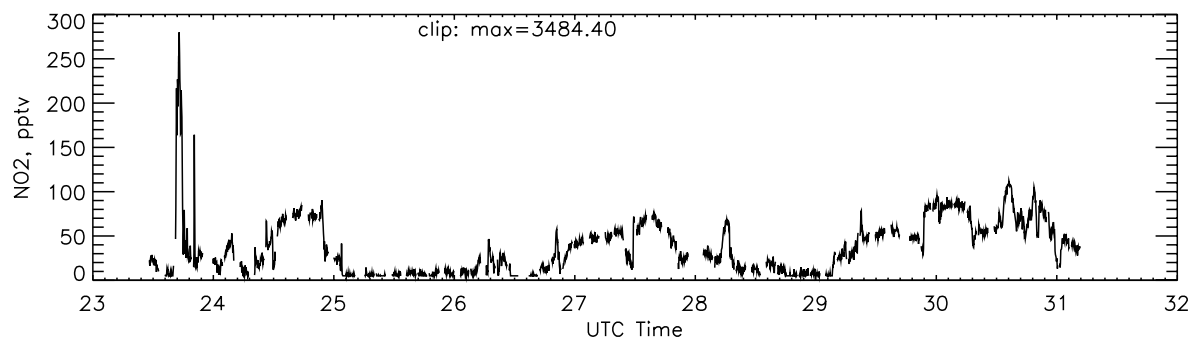
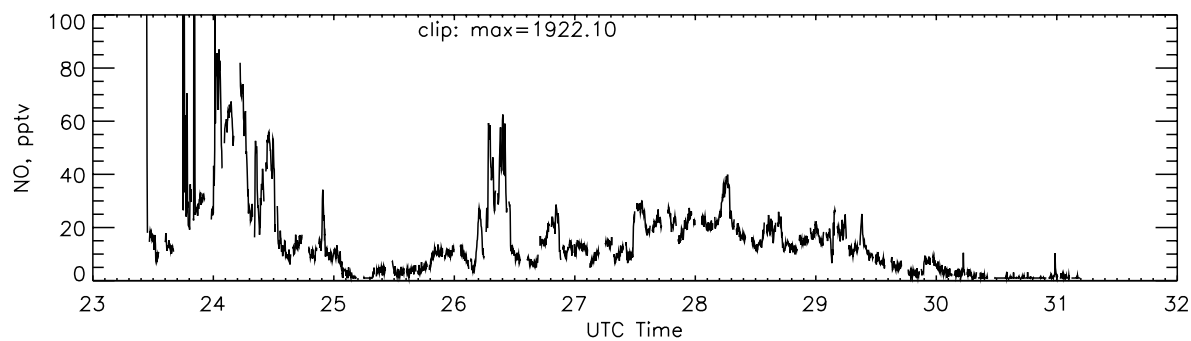
# FINAL DATA: TRACE-P P3-B Flight 20



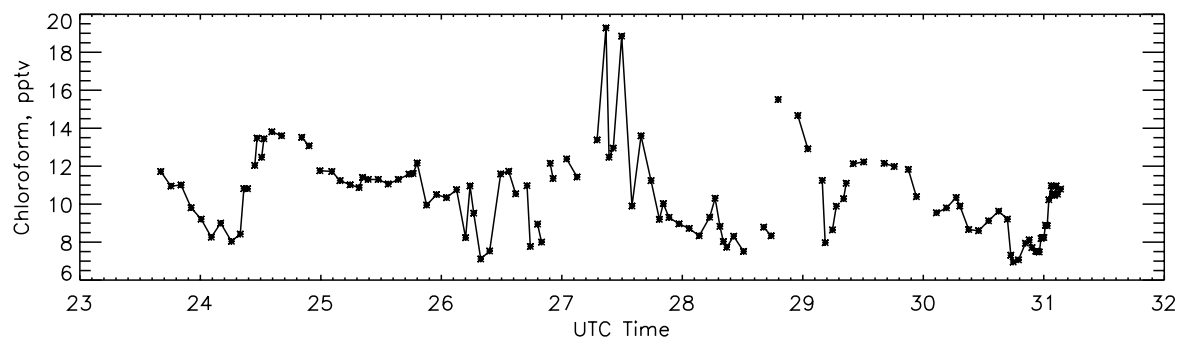
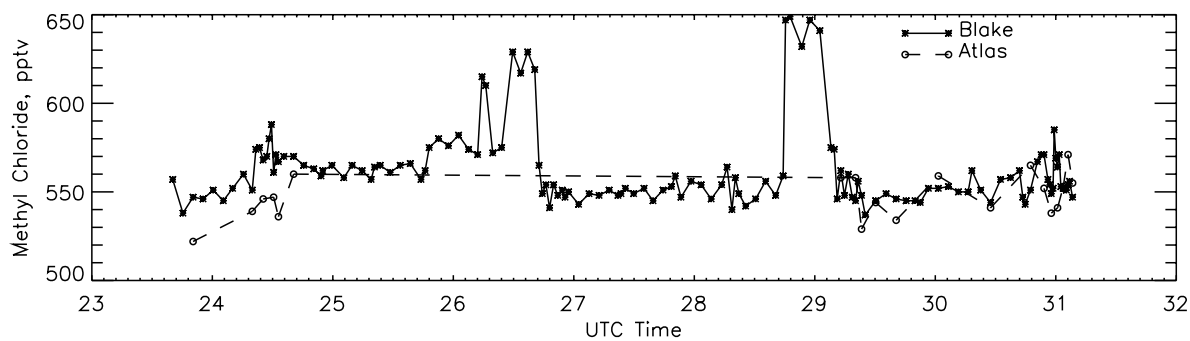
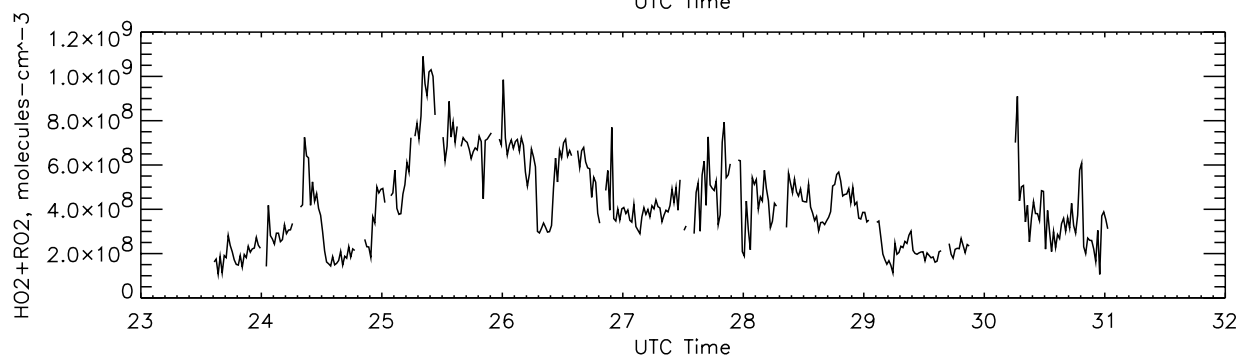
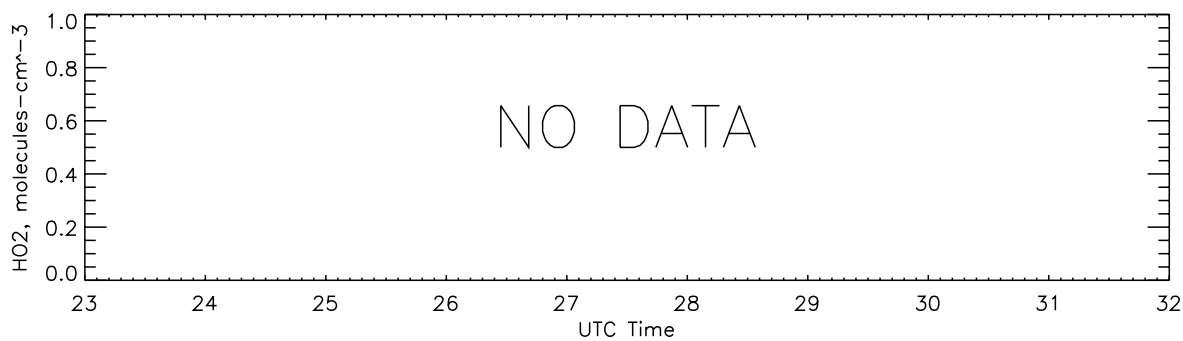
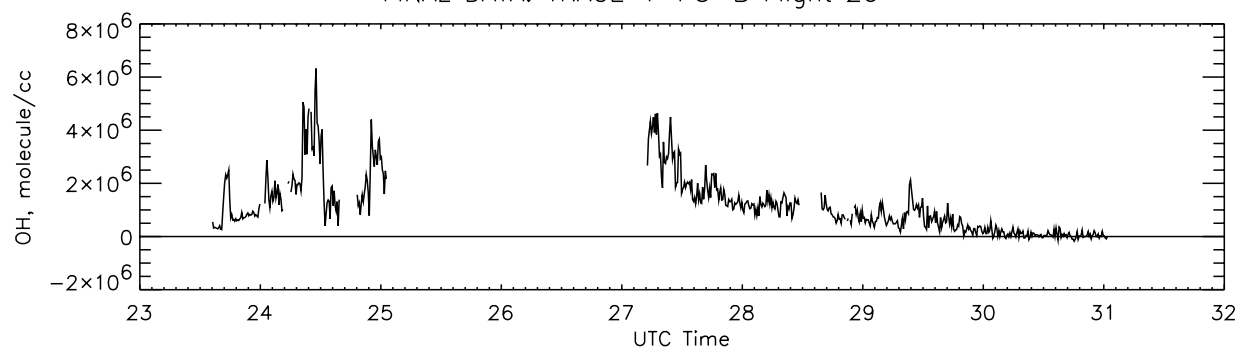
# FINAL DATA: TRACE-P P3-B Flight 20



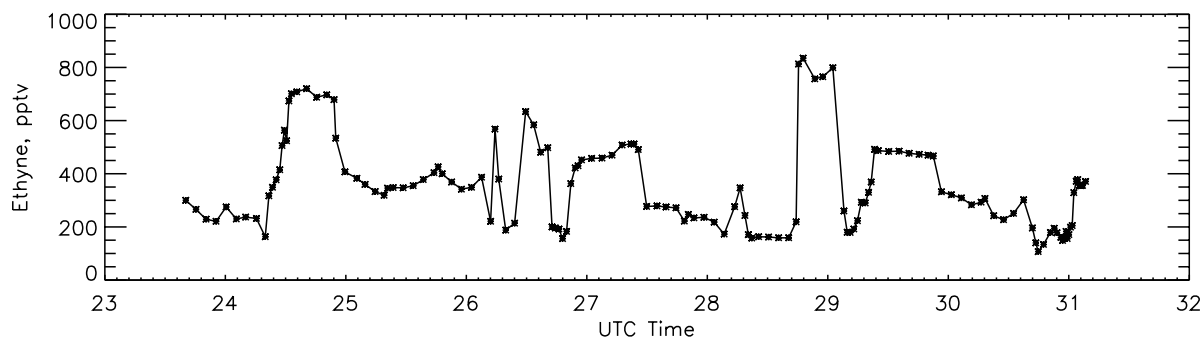
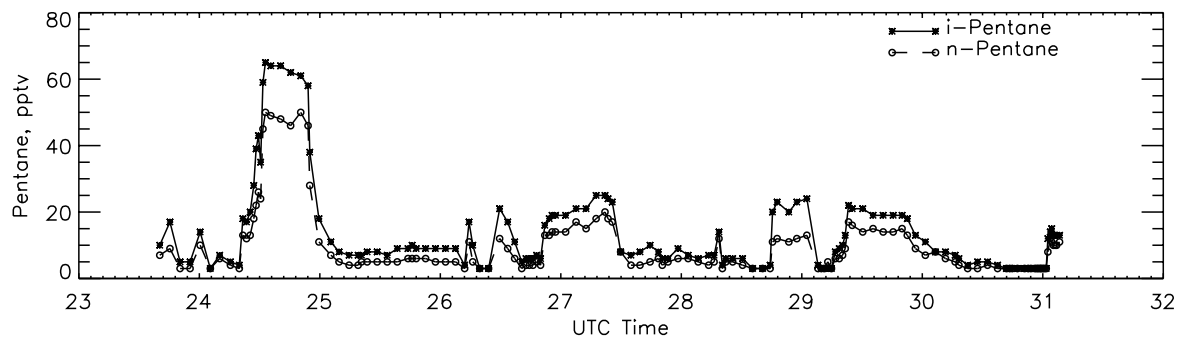
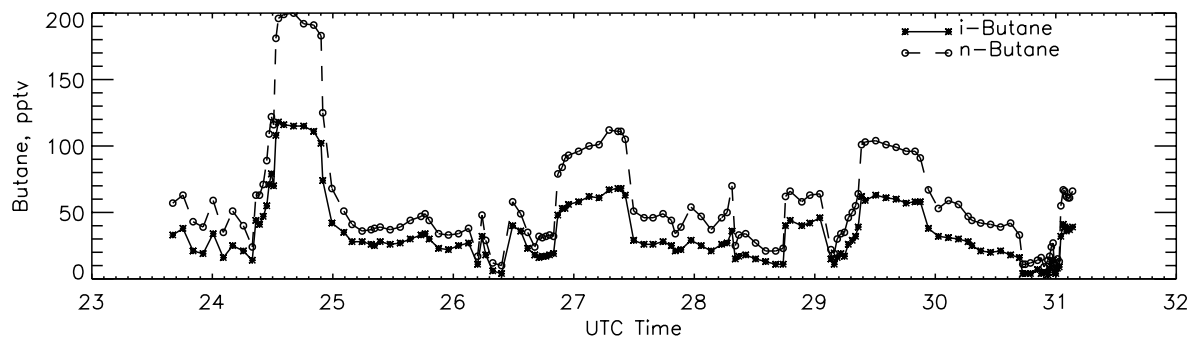
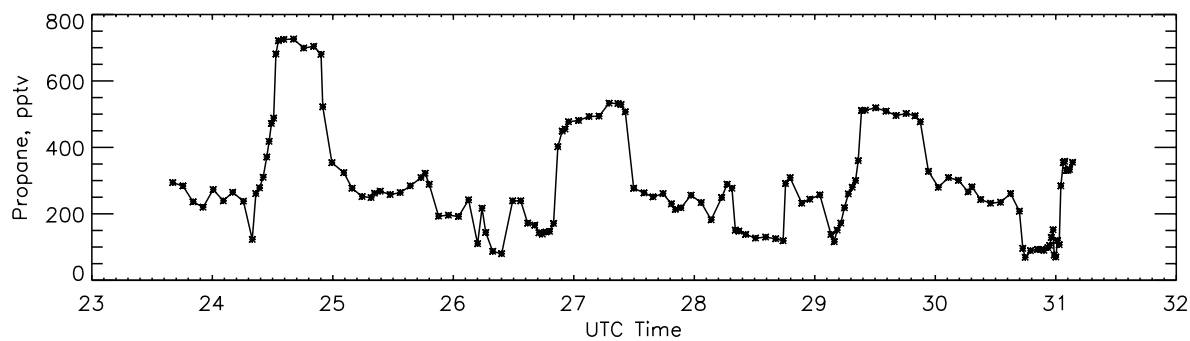
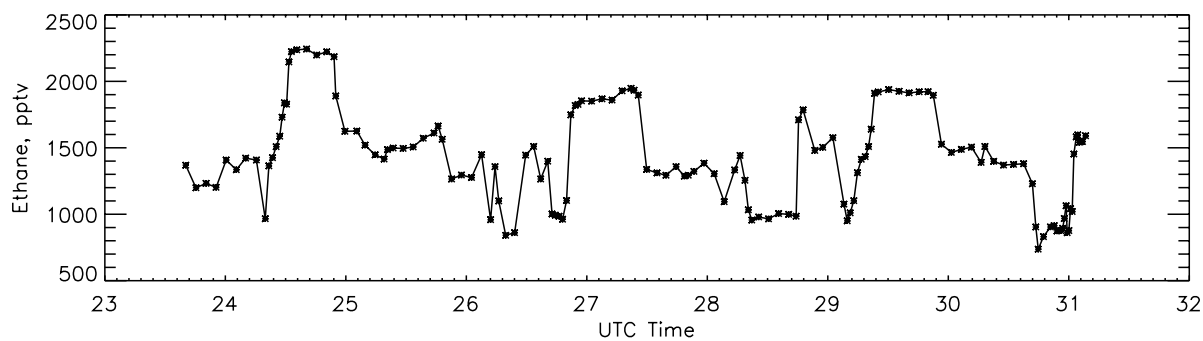
# FINAL DATA: TRACE-P P3-B Flight 20



# FINAL DATA: TRACE-P P3-B Flight 20

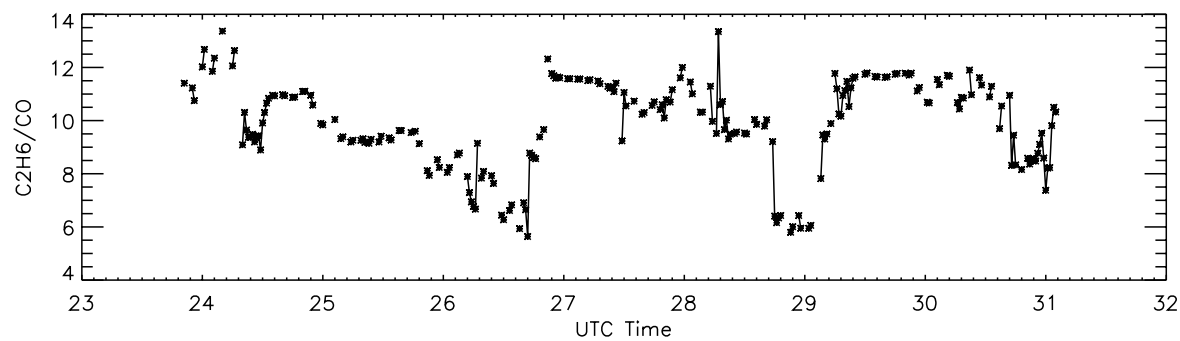
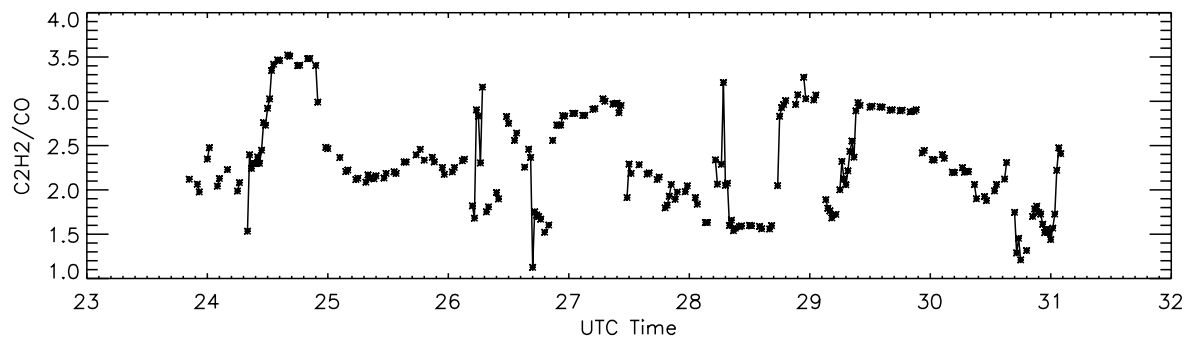
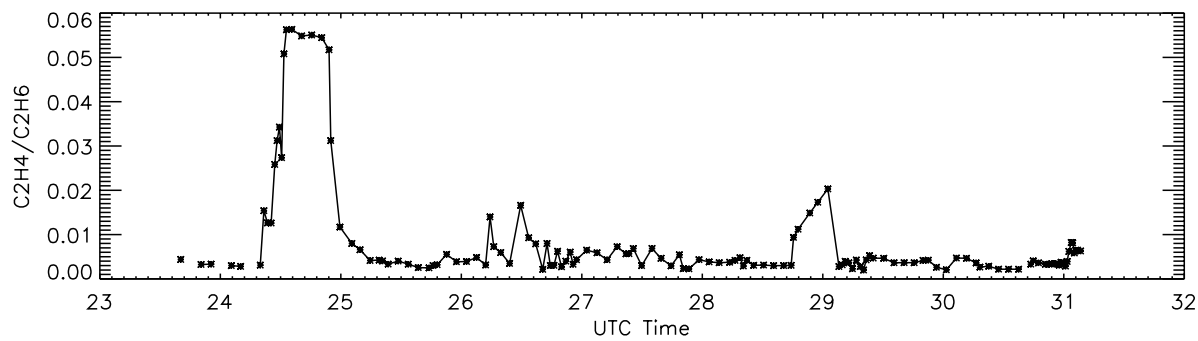
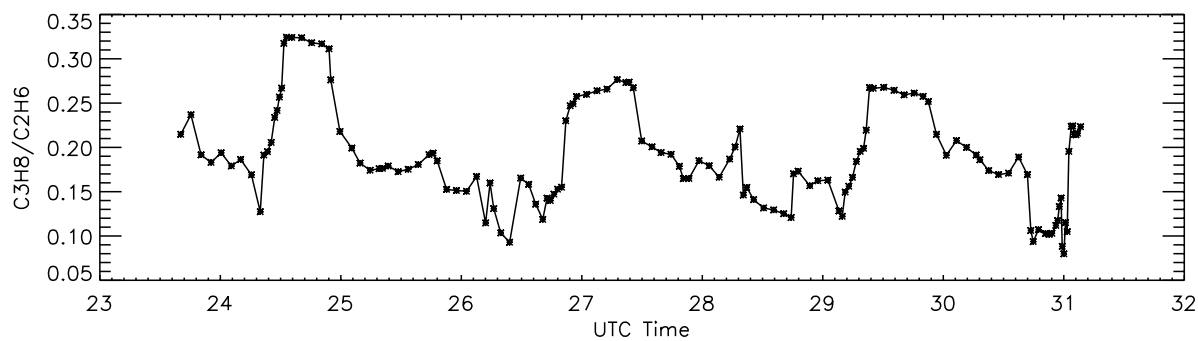
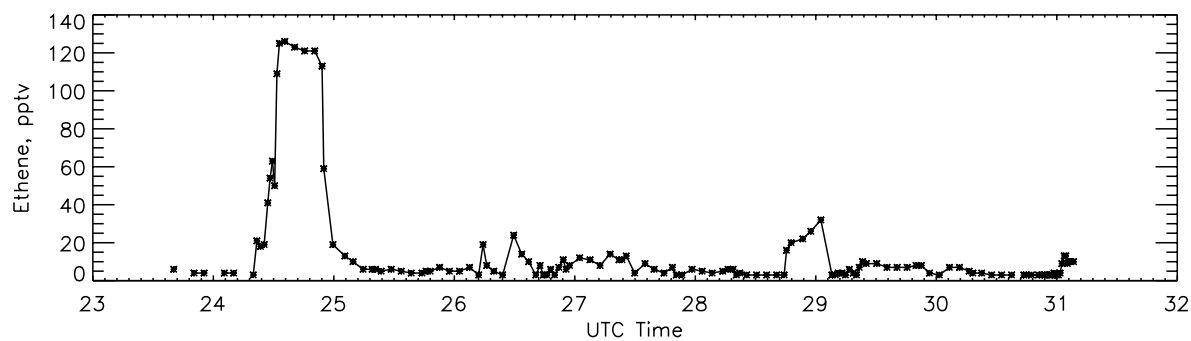


# FINAL DATA: TRACE-P P3-B Flight 20

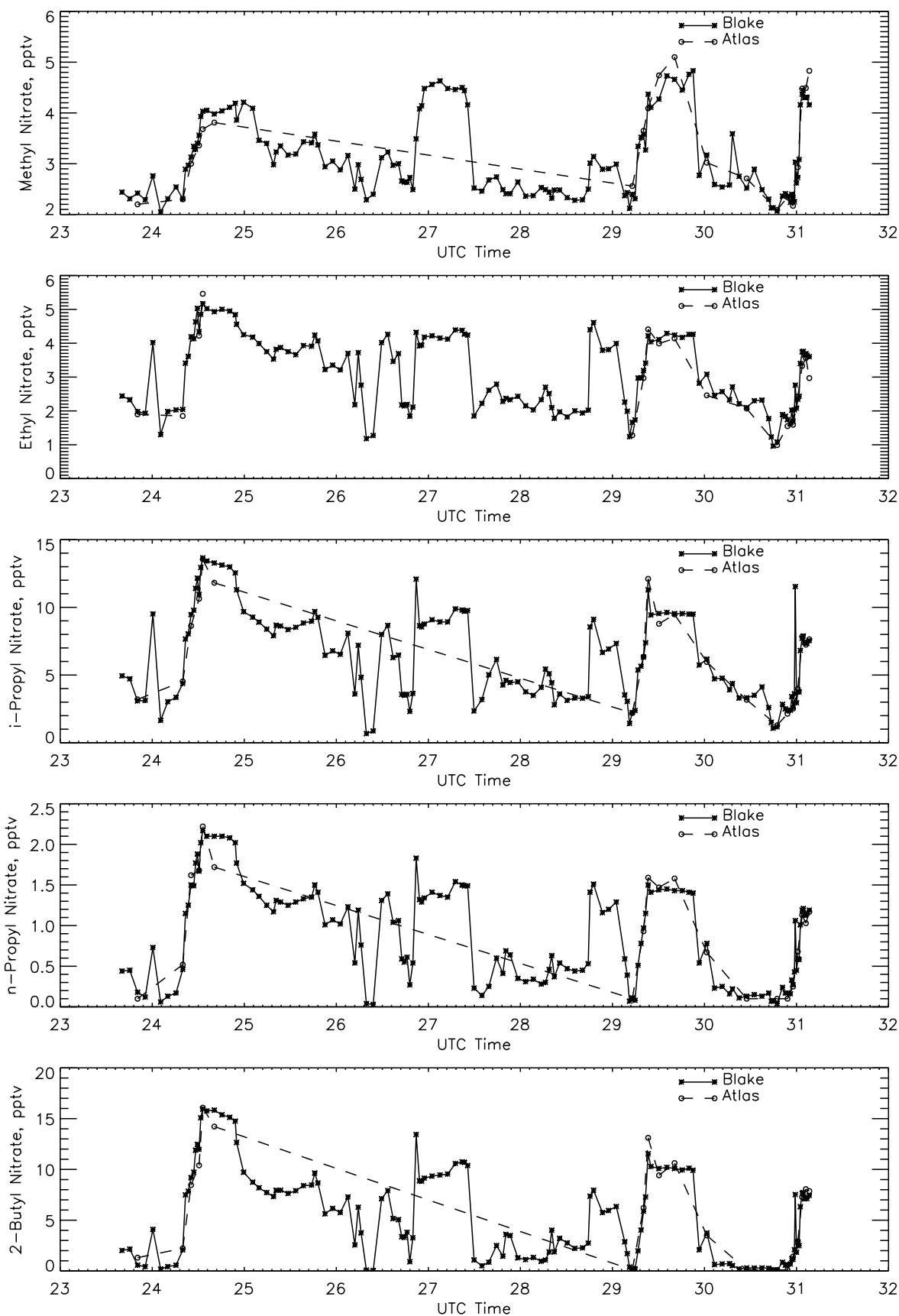




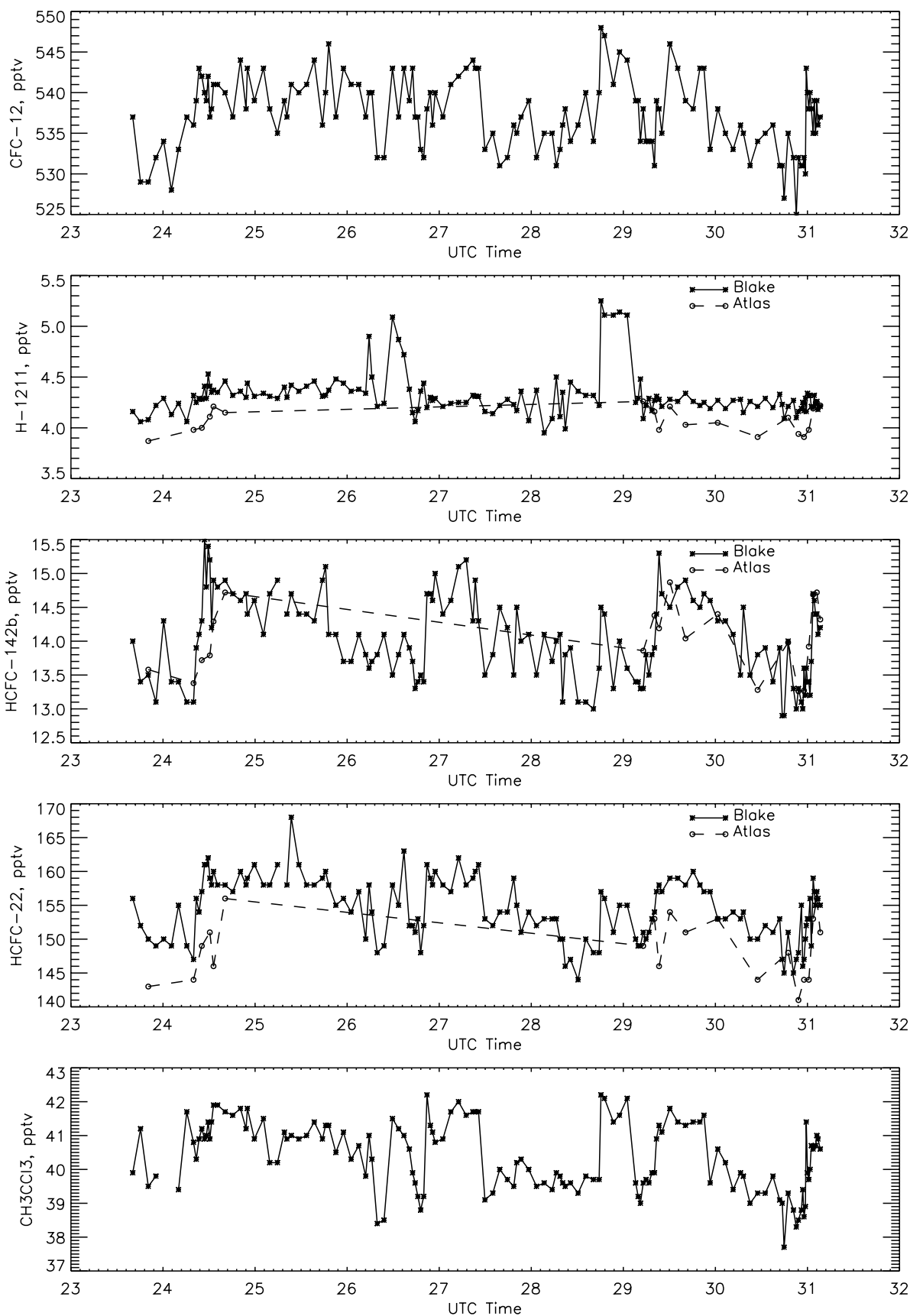
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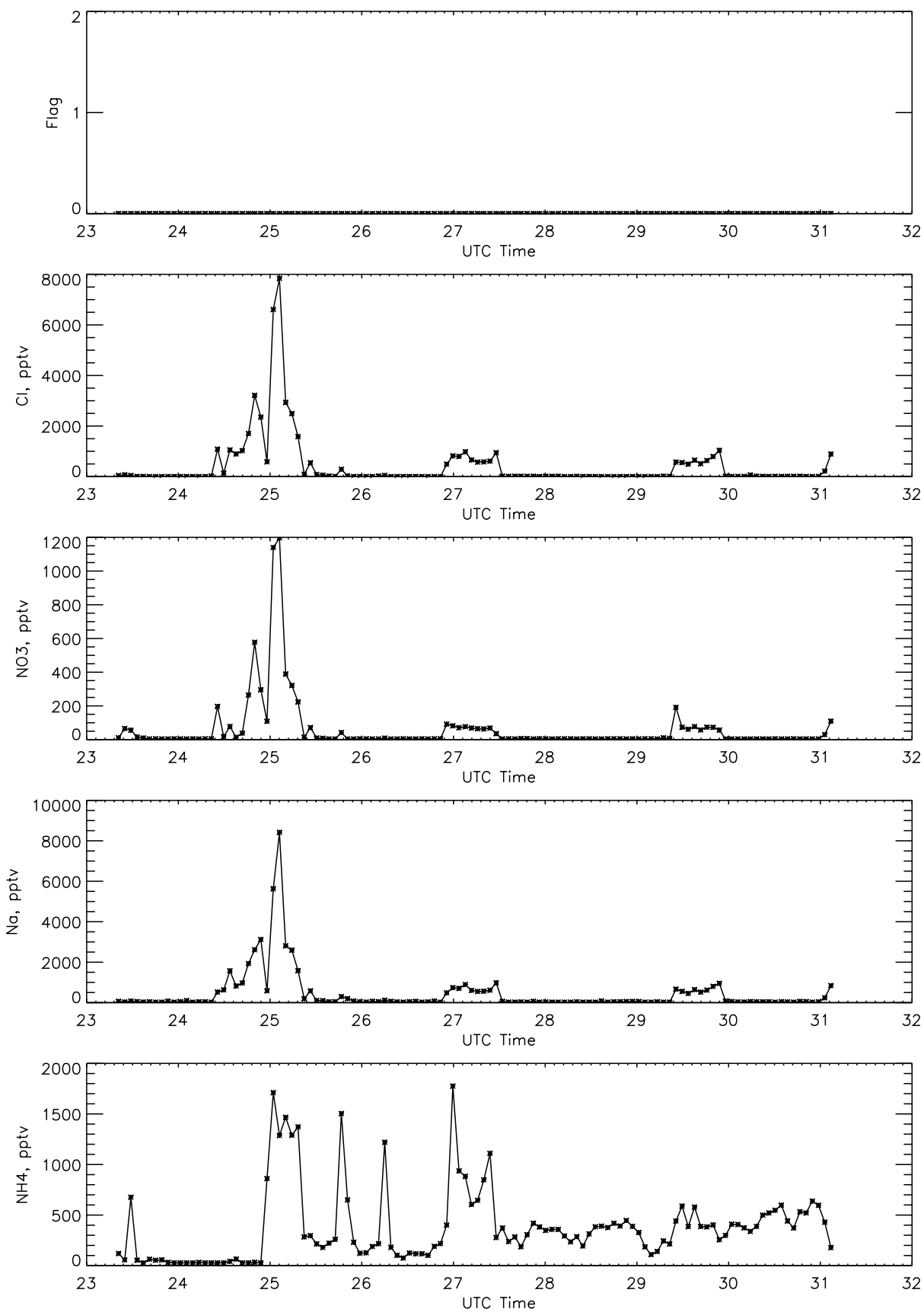
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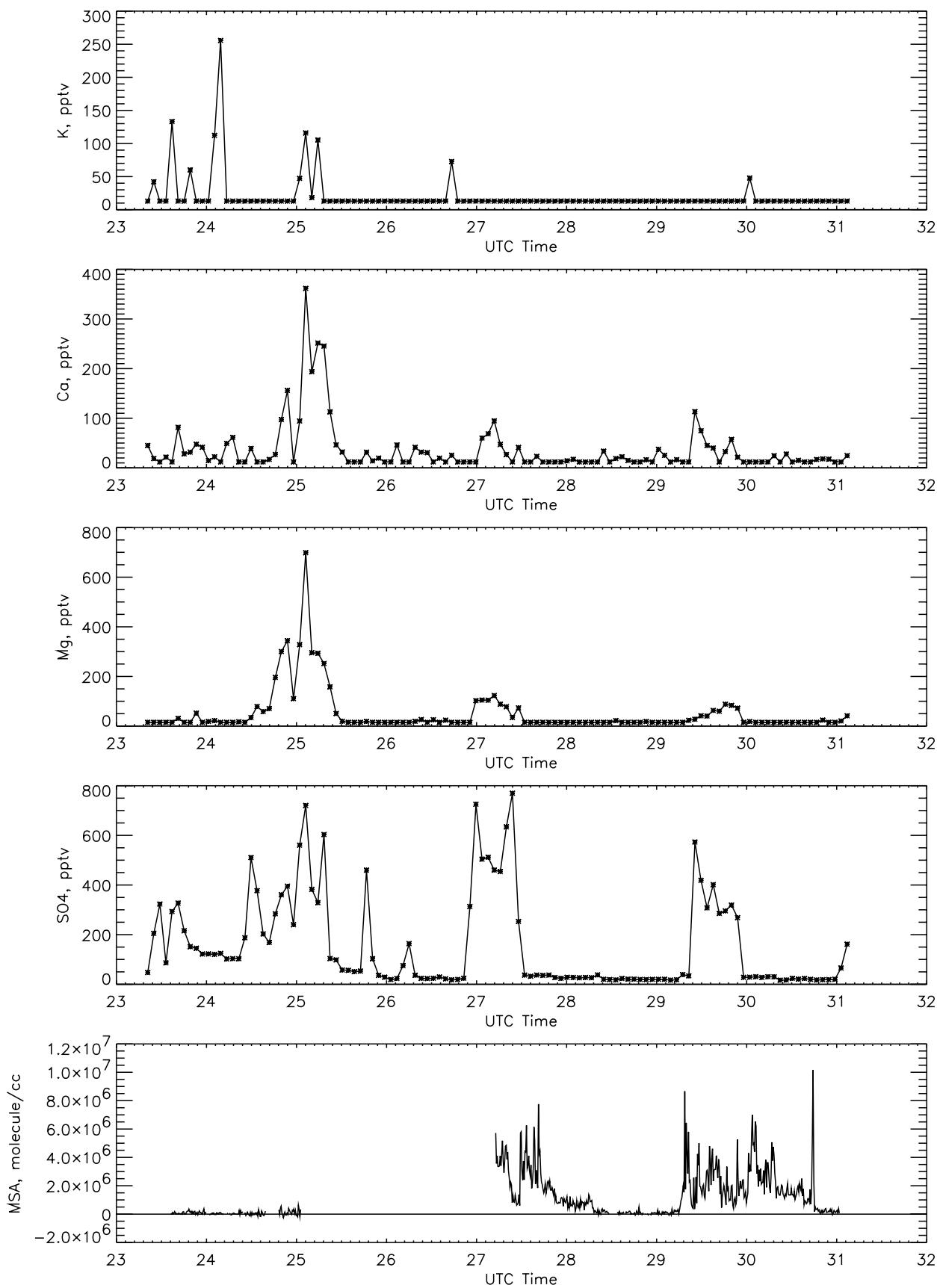
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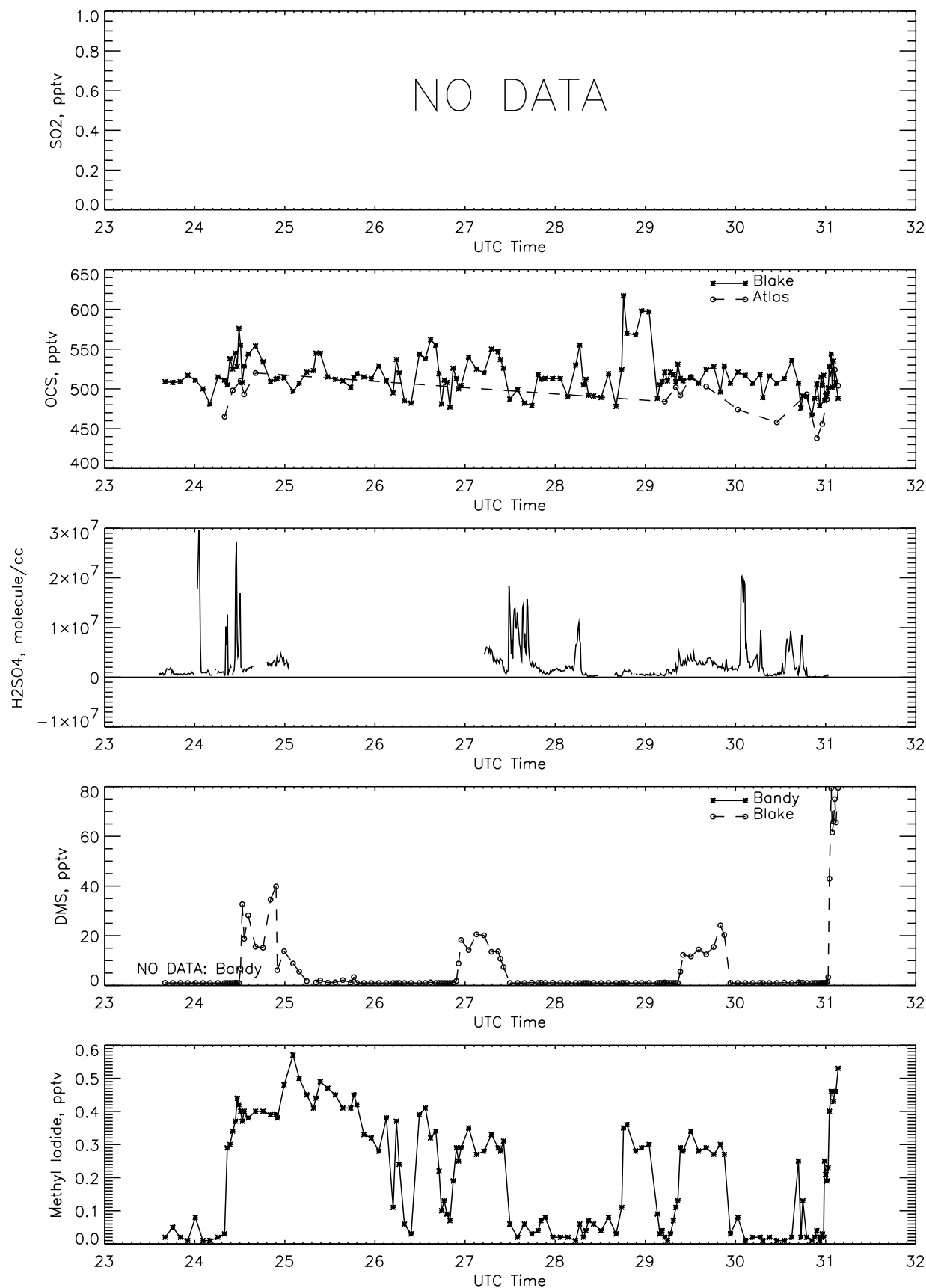
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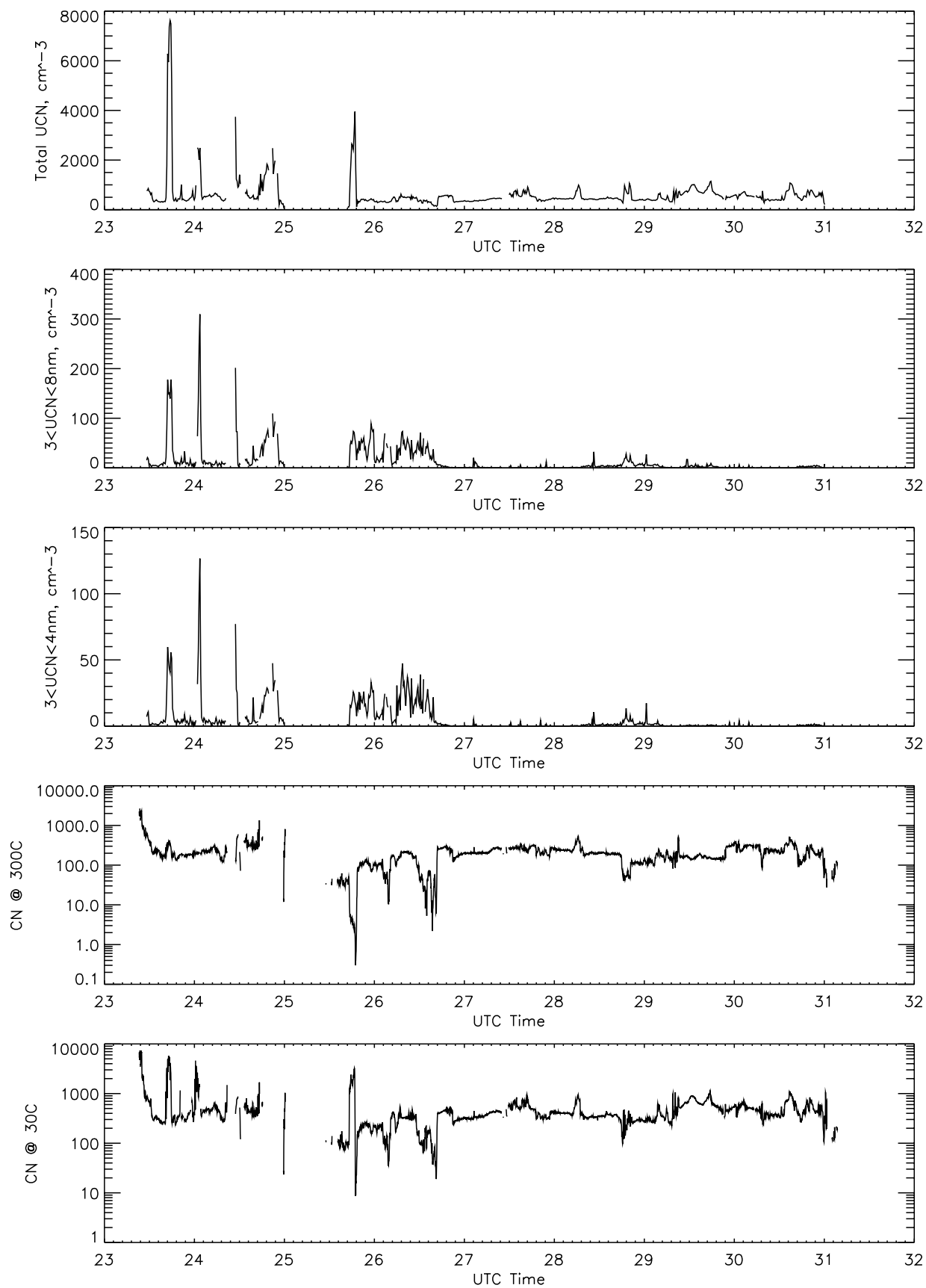
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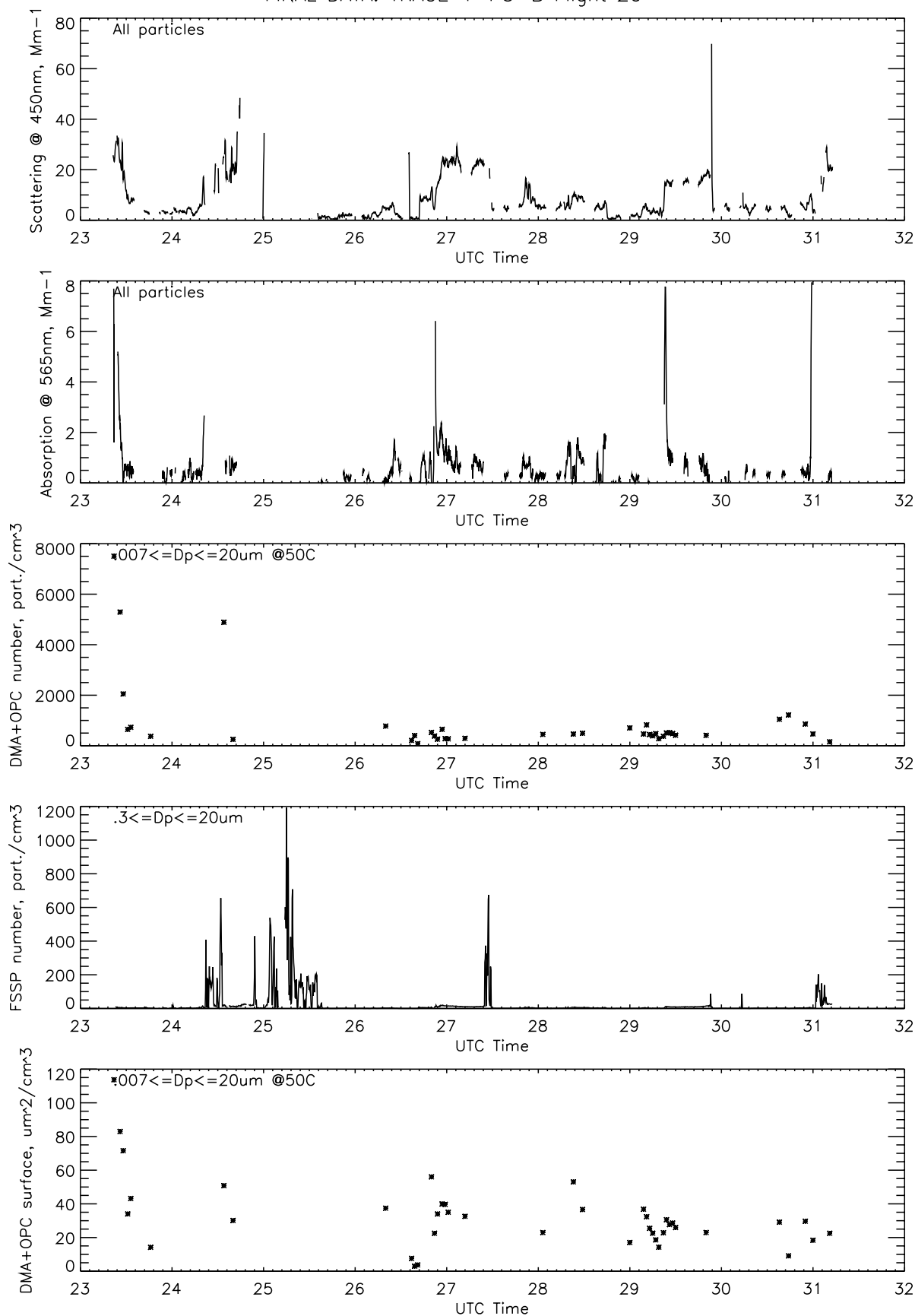
# FINAL DATA: TRACE-P P3-B Flight 20



# FINAL DATA: TRACE-P P3-B Flight 20

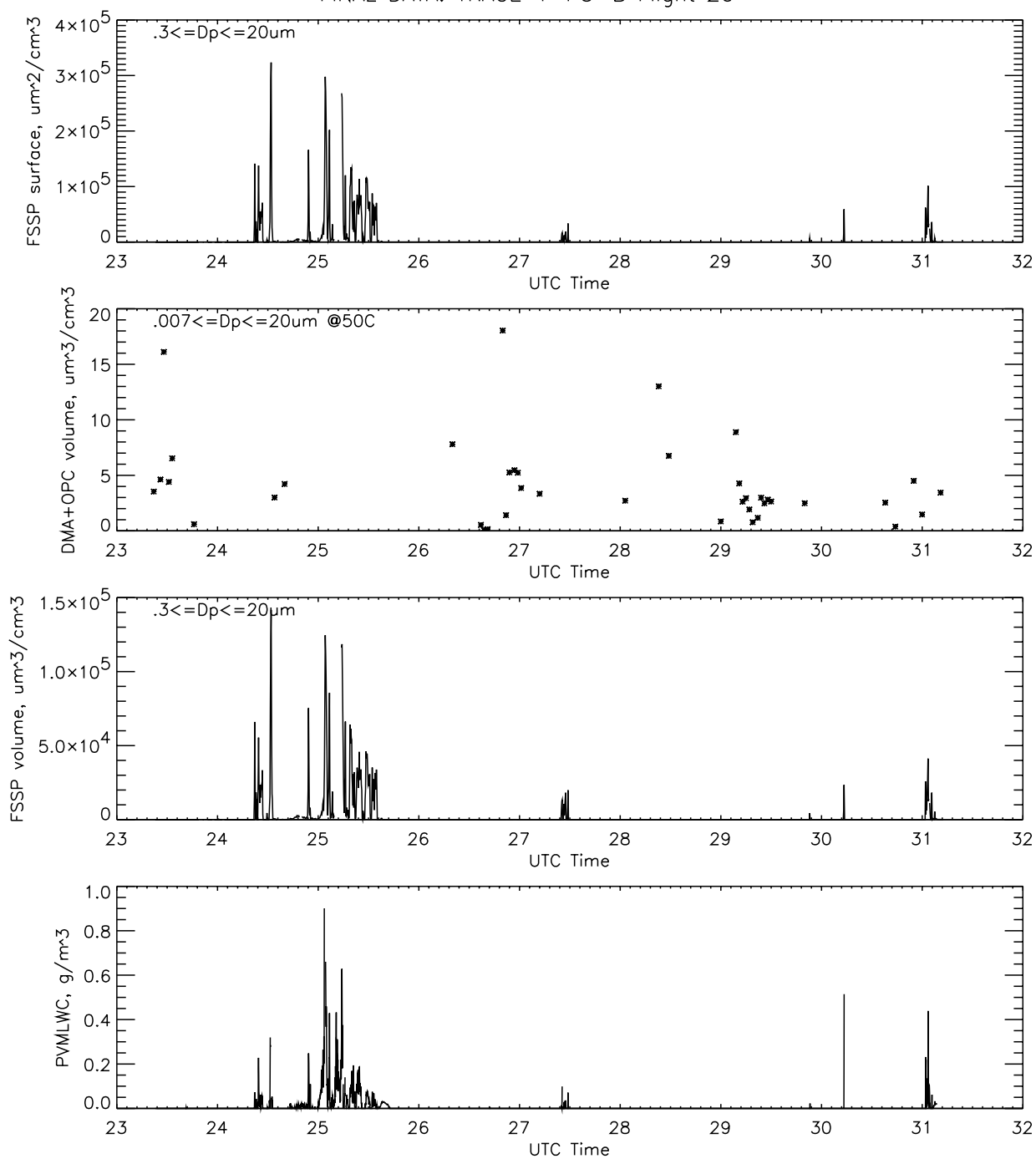


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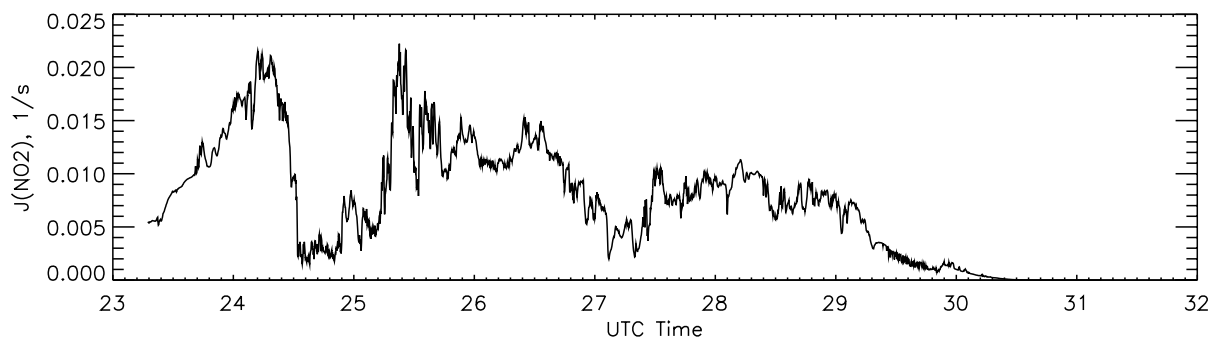
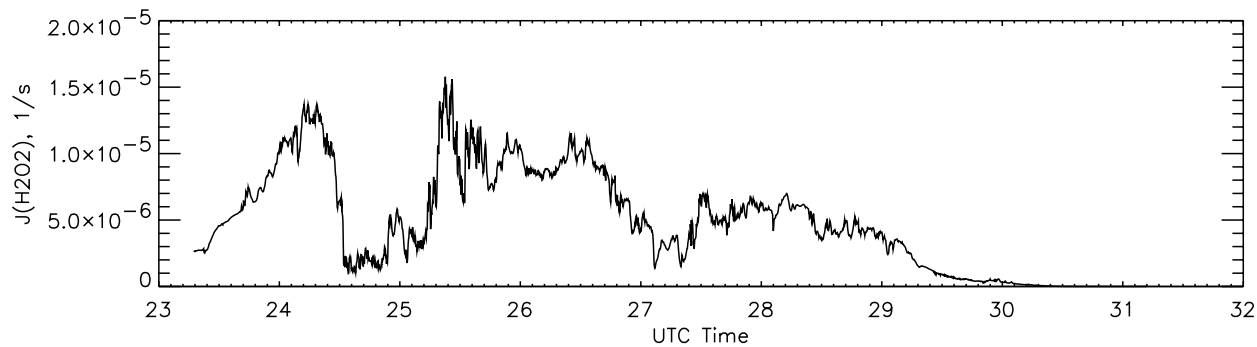
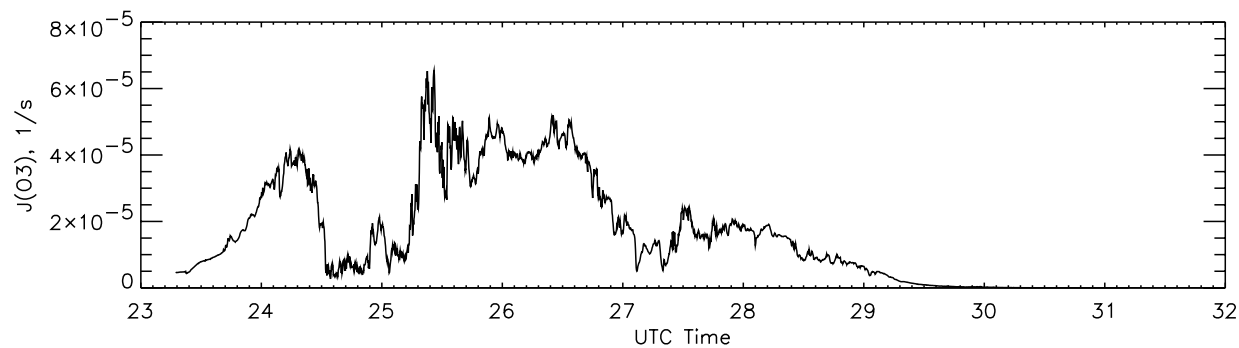
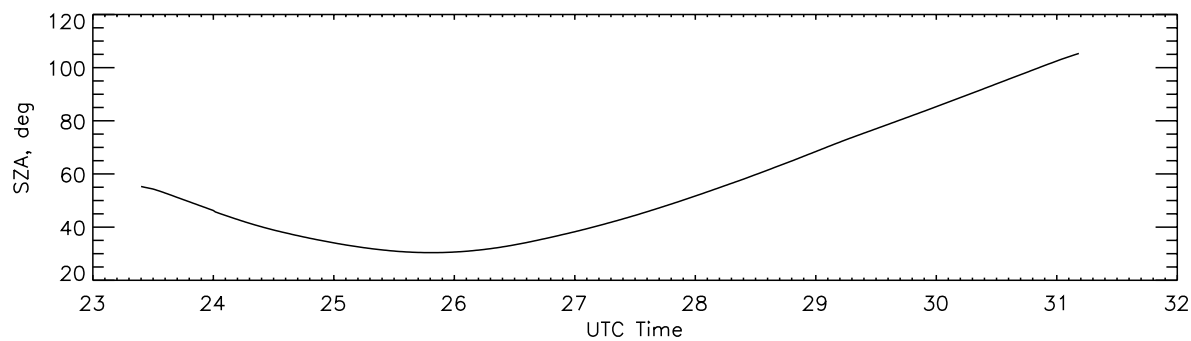
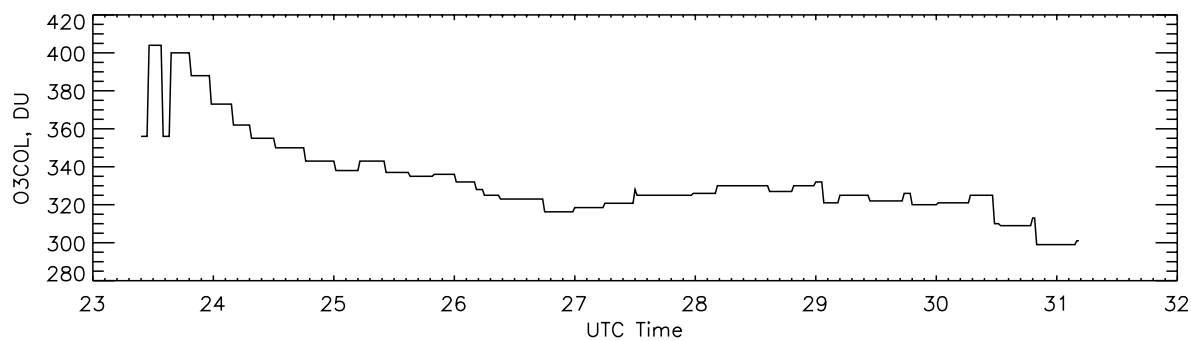


# FINAL DATA: TRACE-P P3-B Flight 20

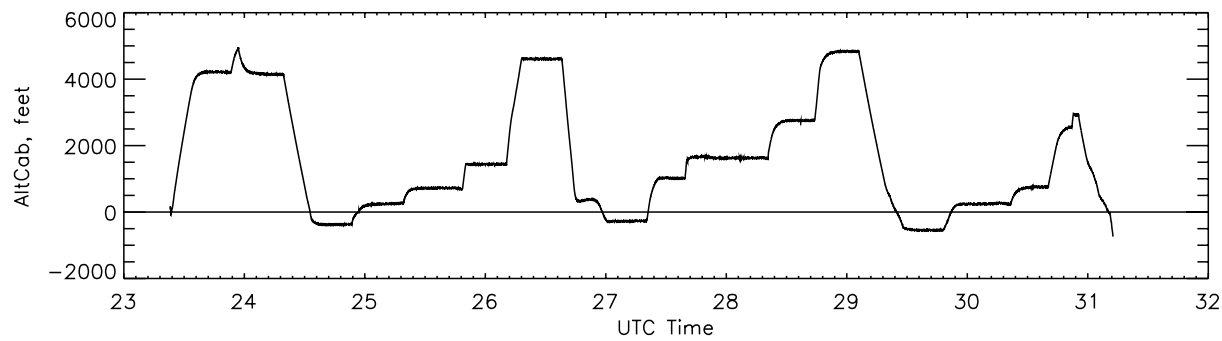
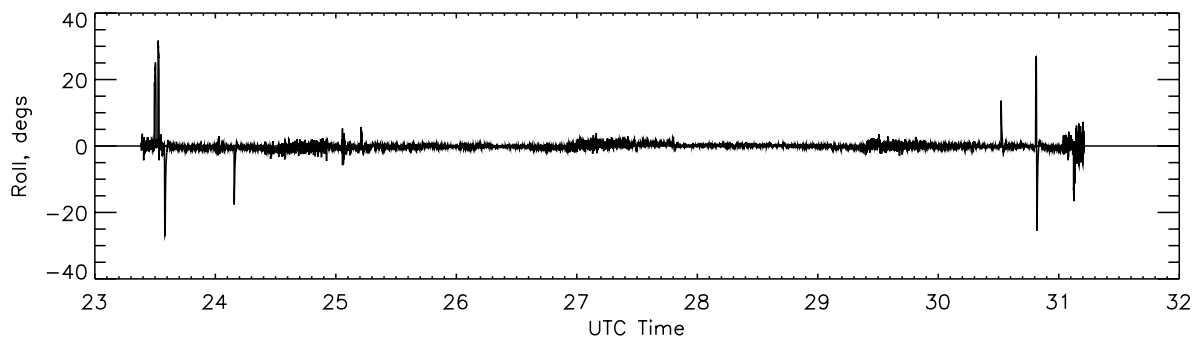
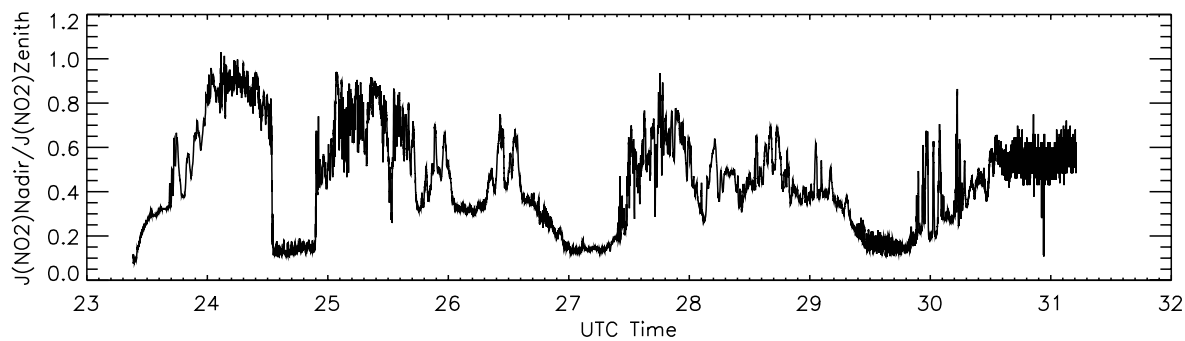
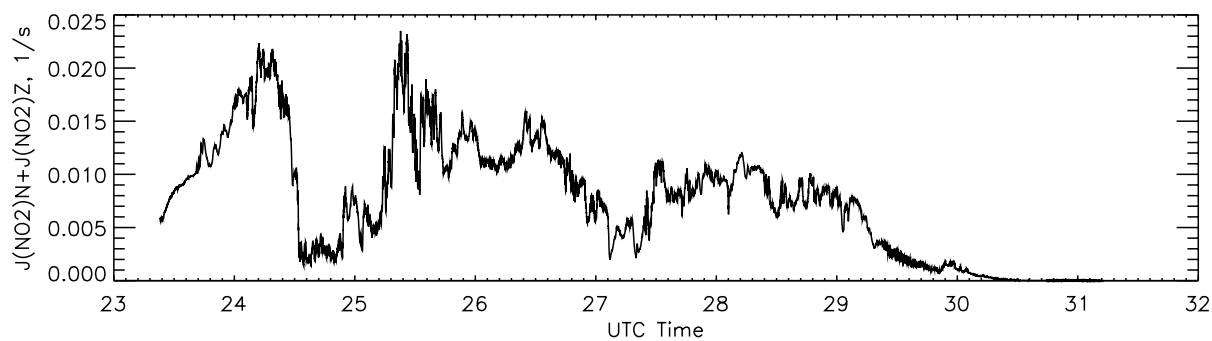


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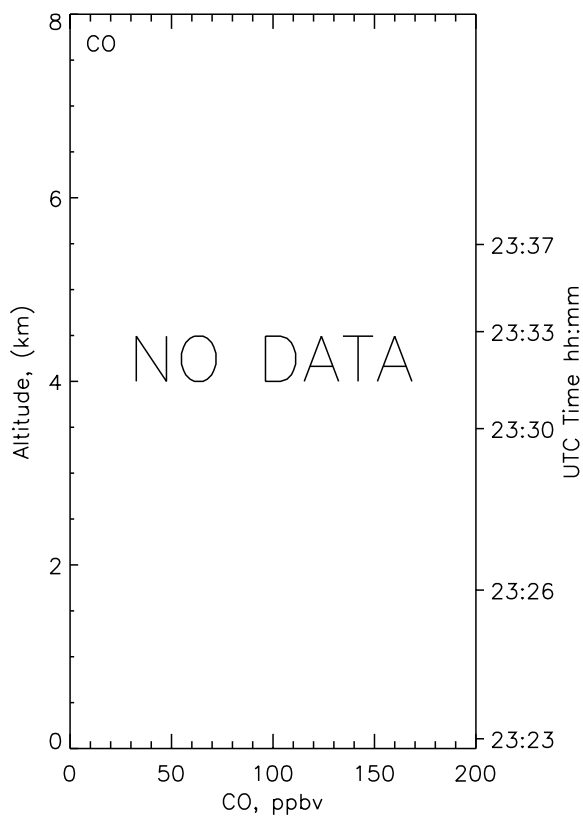
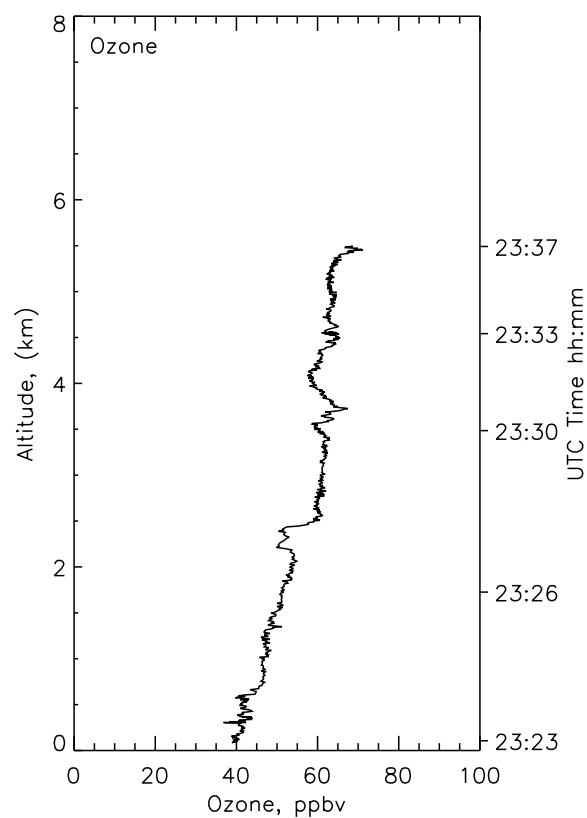
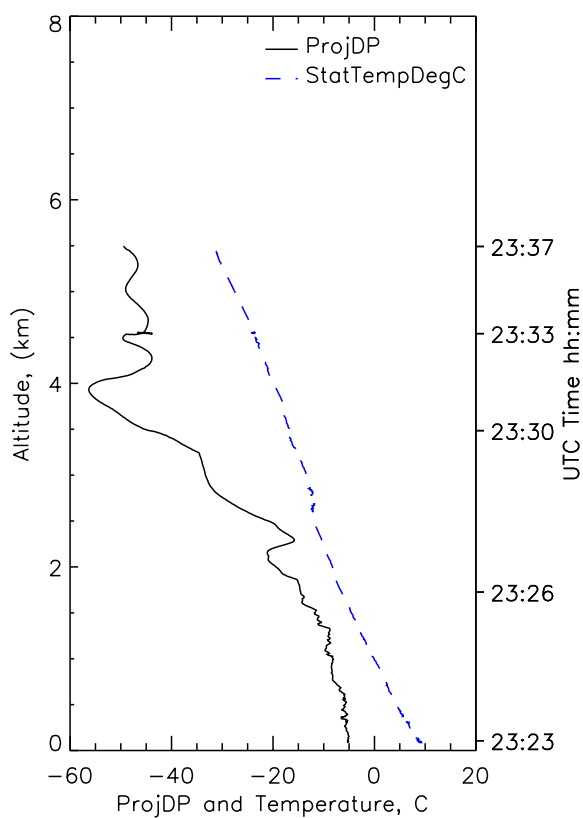
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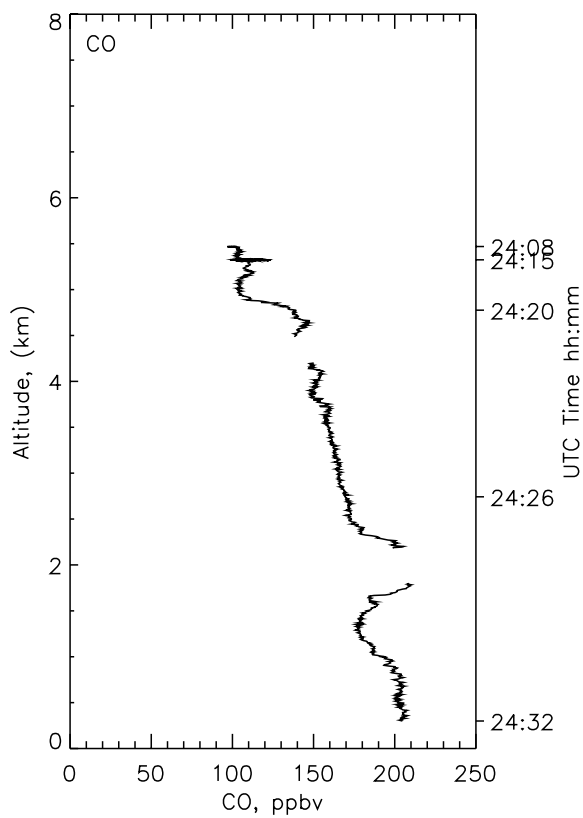
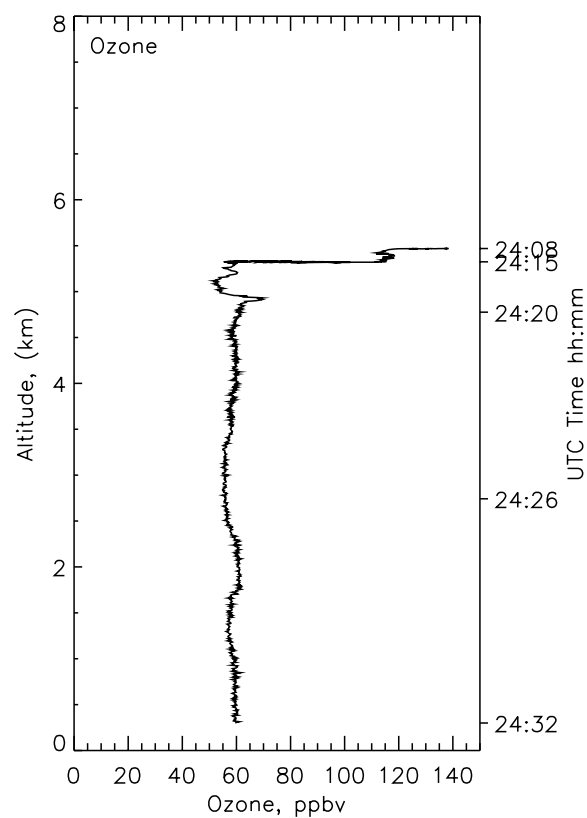
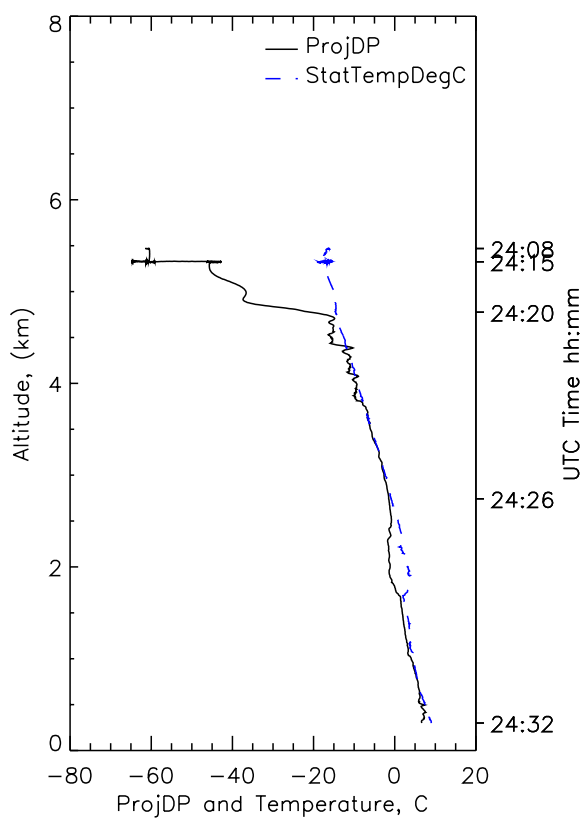
# FINAL DATA: TRACE-P P3-B Flight 20



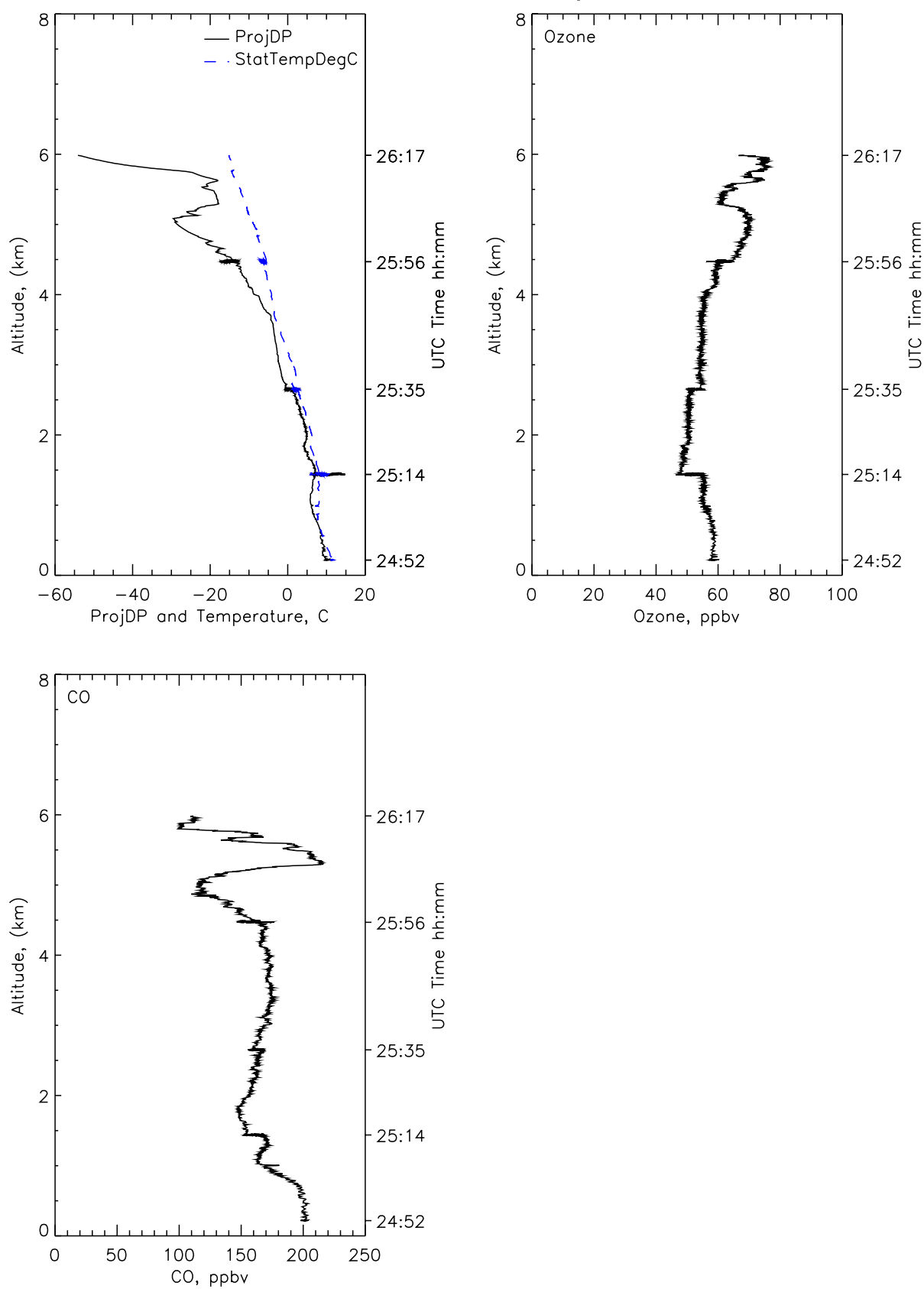
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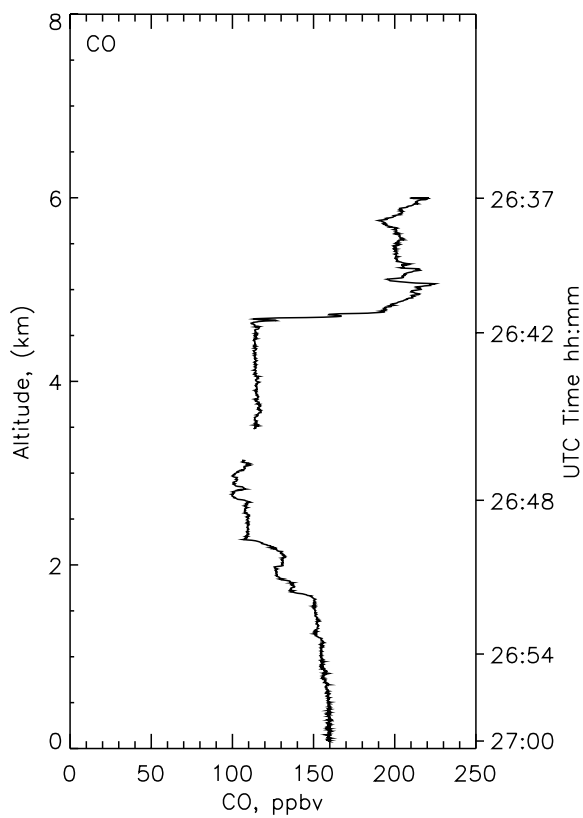
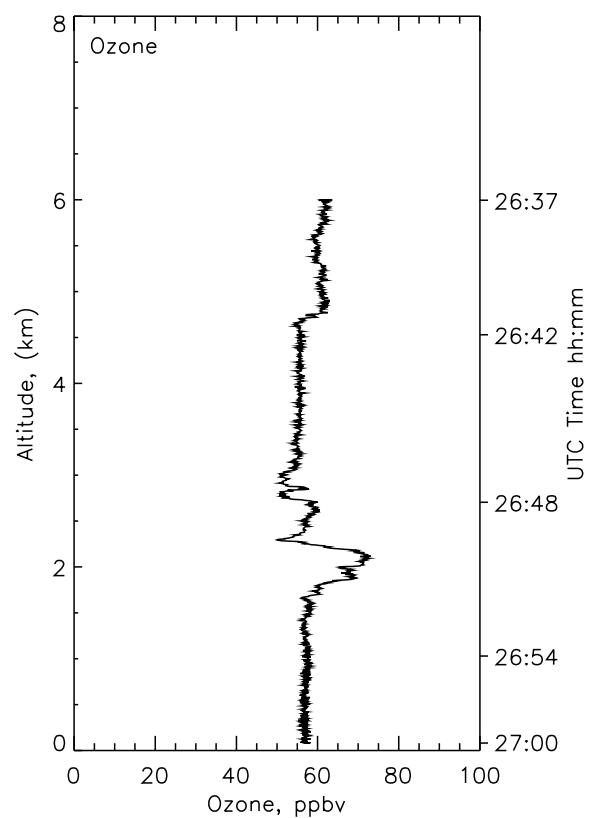
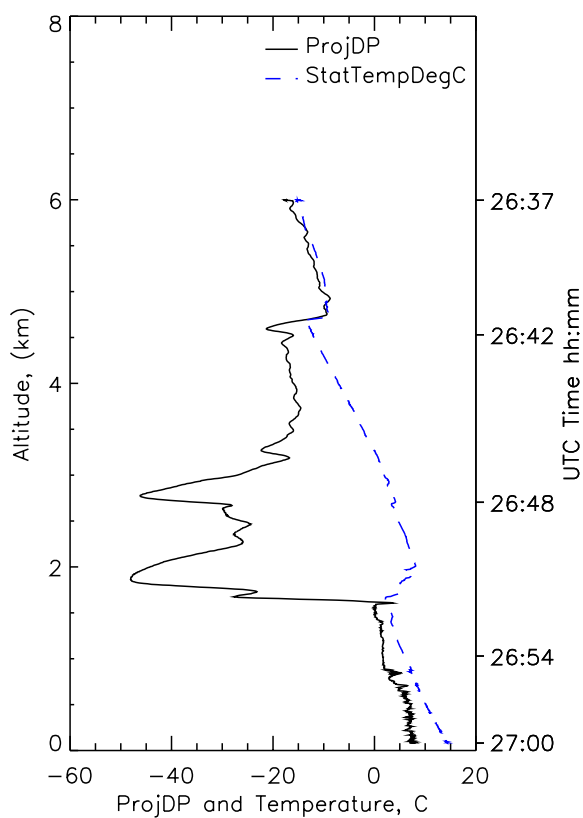
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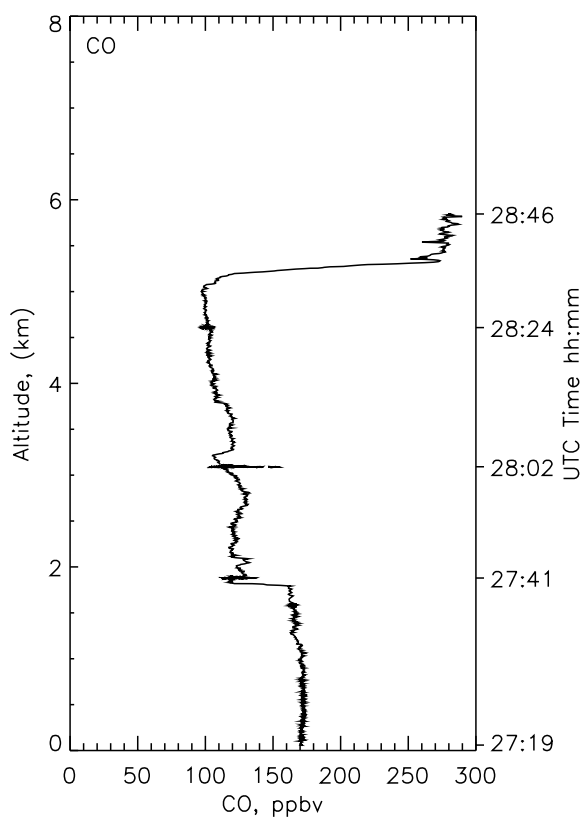
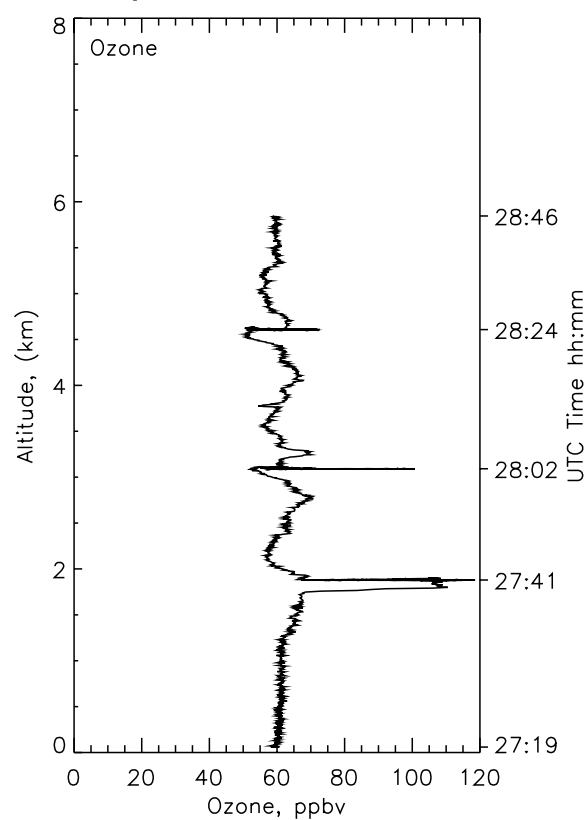
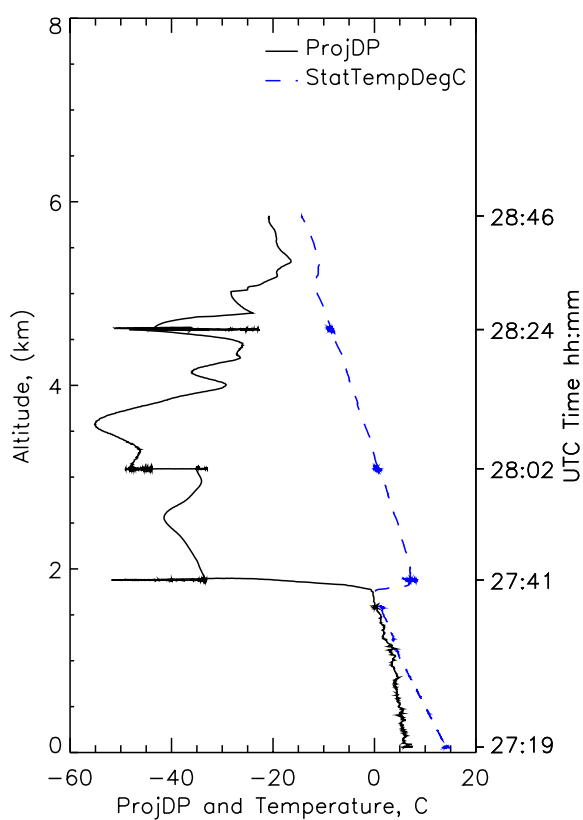
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# Profile # 4 TRACE-P P3-B Flight 20

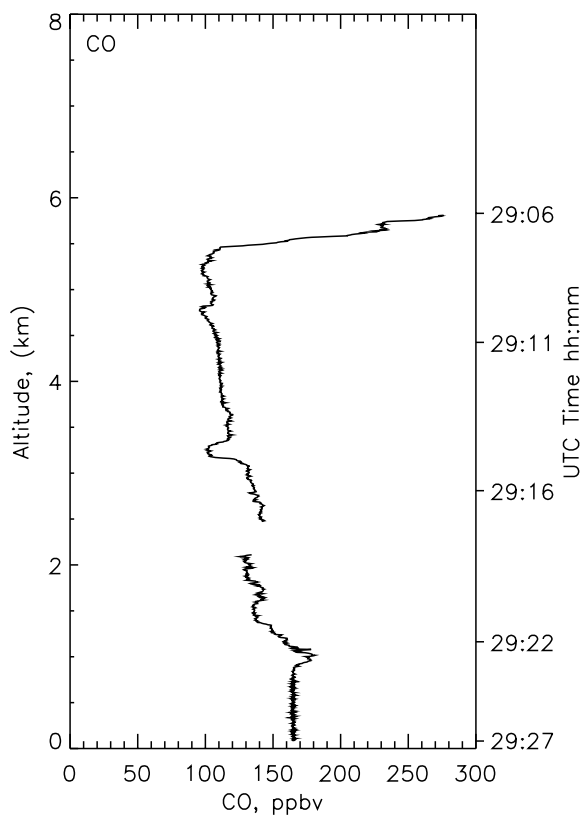
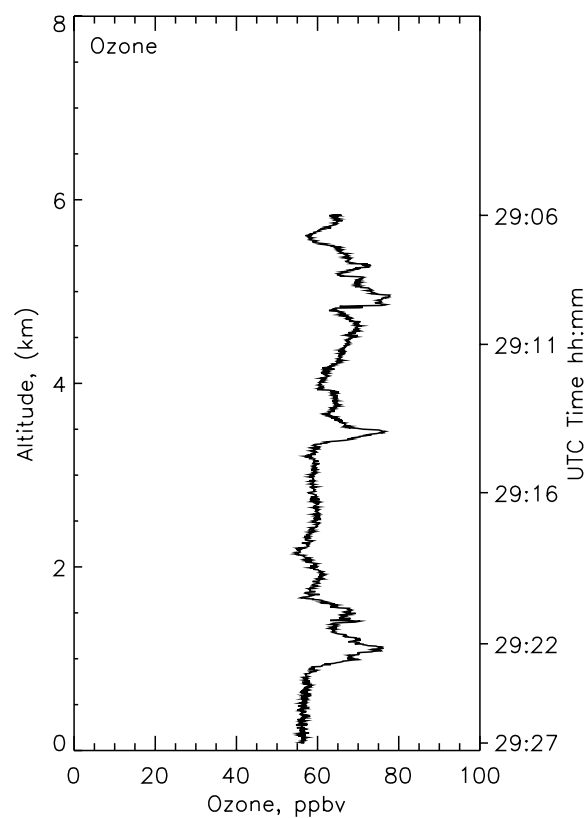
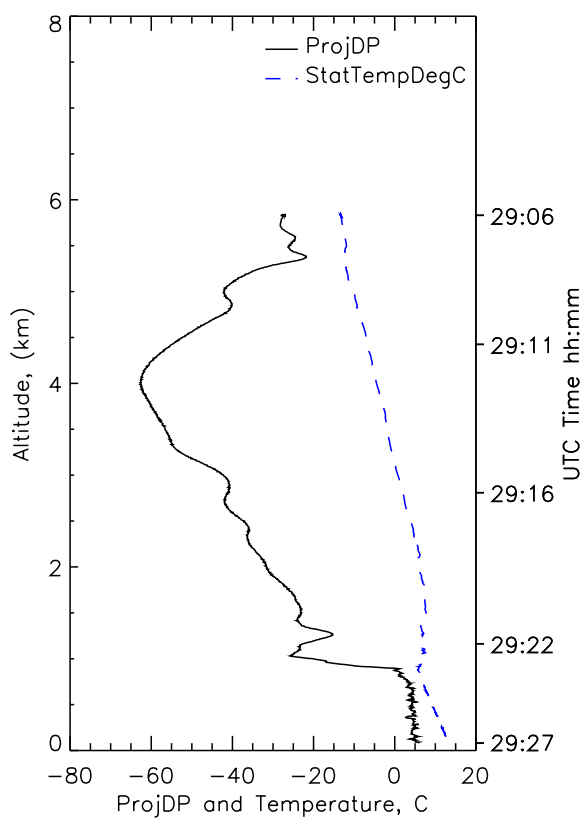


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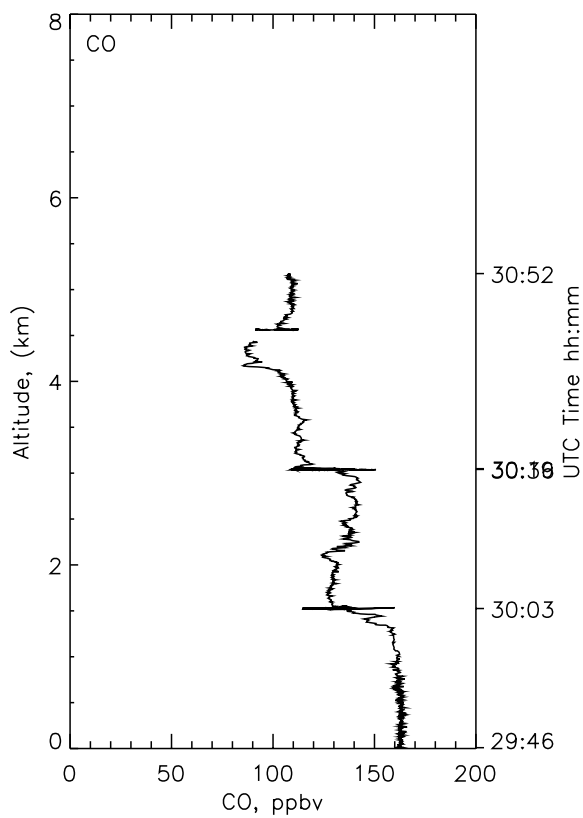
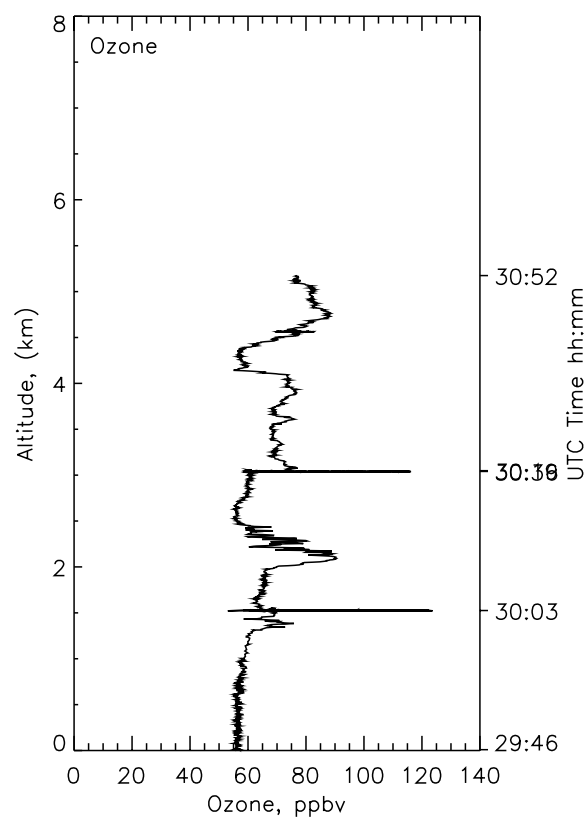
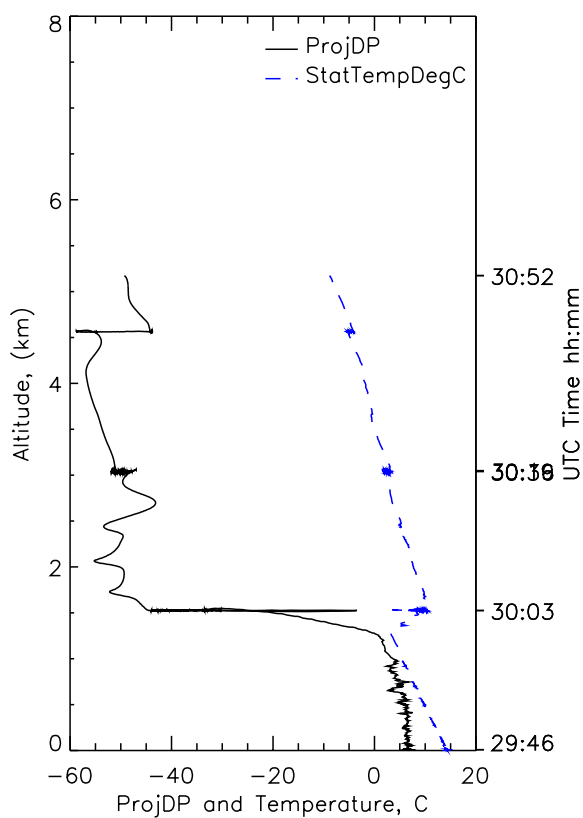




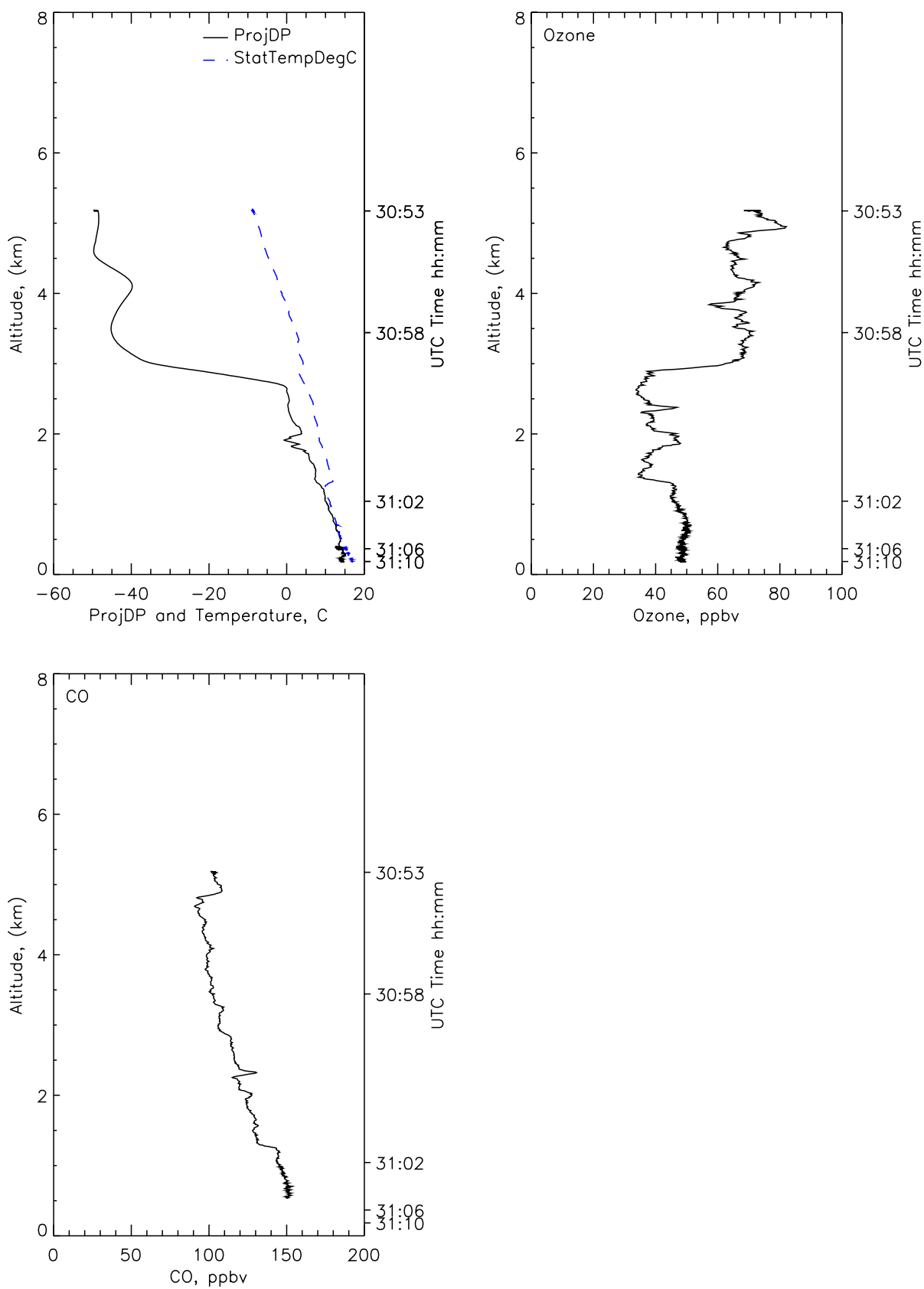
Profile # 6 TRACE-P P3-B Flight 20



# Profile # 7 TRACE-P P3-B Flight 20



# Profile # 8 TRACE-P P3-B Flight 20



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 21P

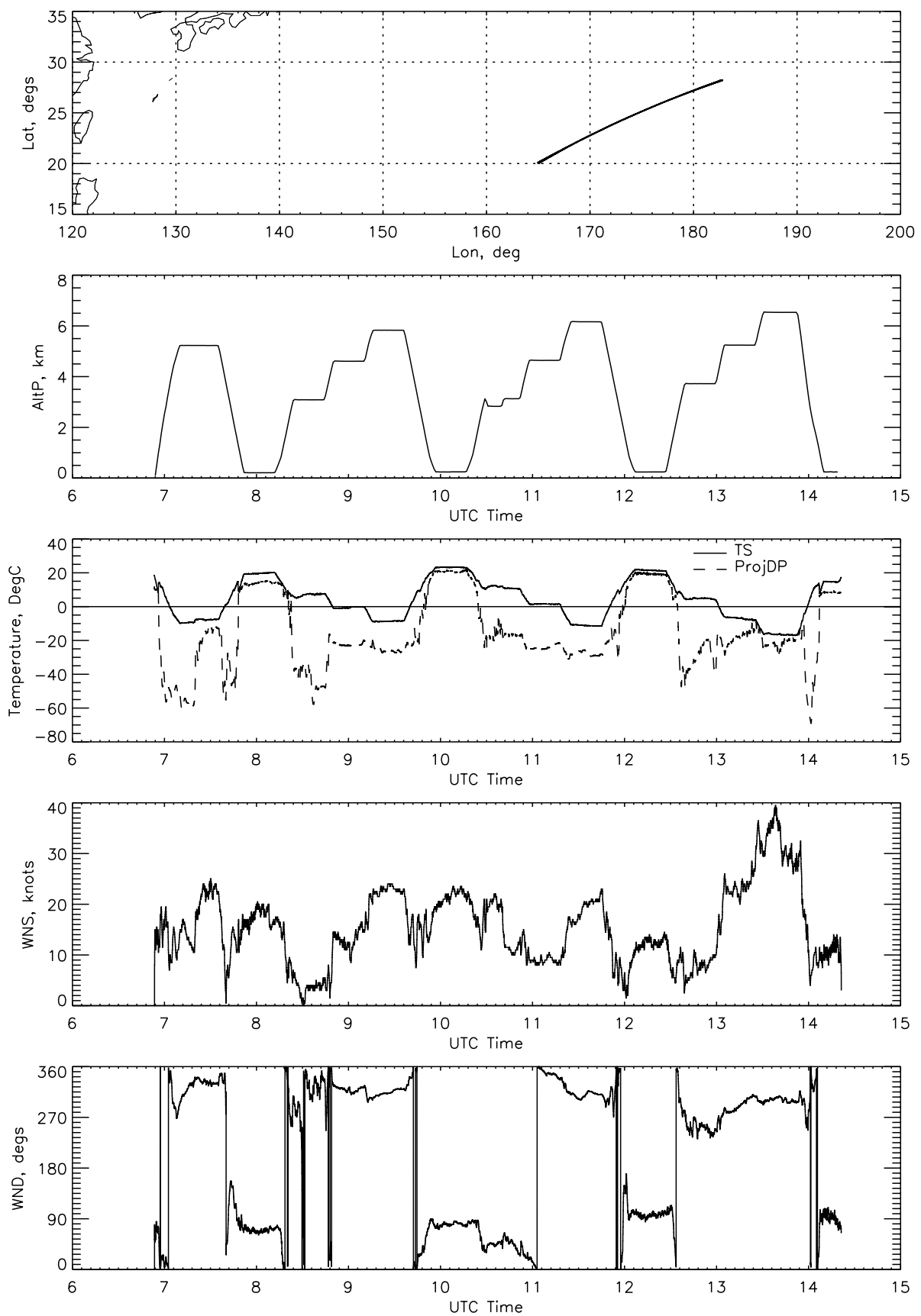
Local: Midway No. 1

Aged Asian Pollution;  
Stratospheric Influence

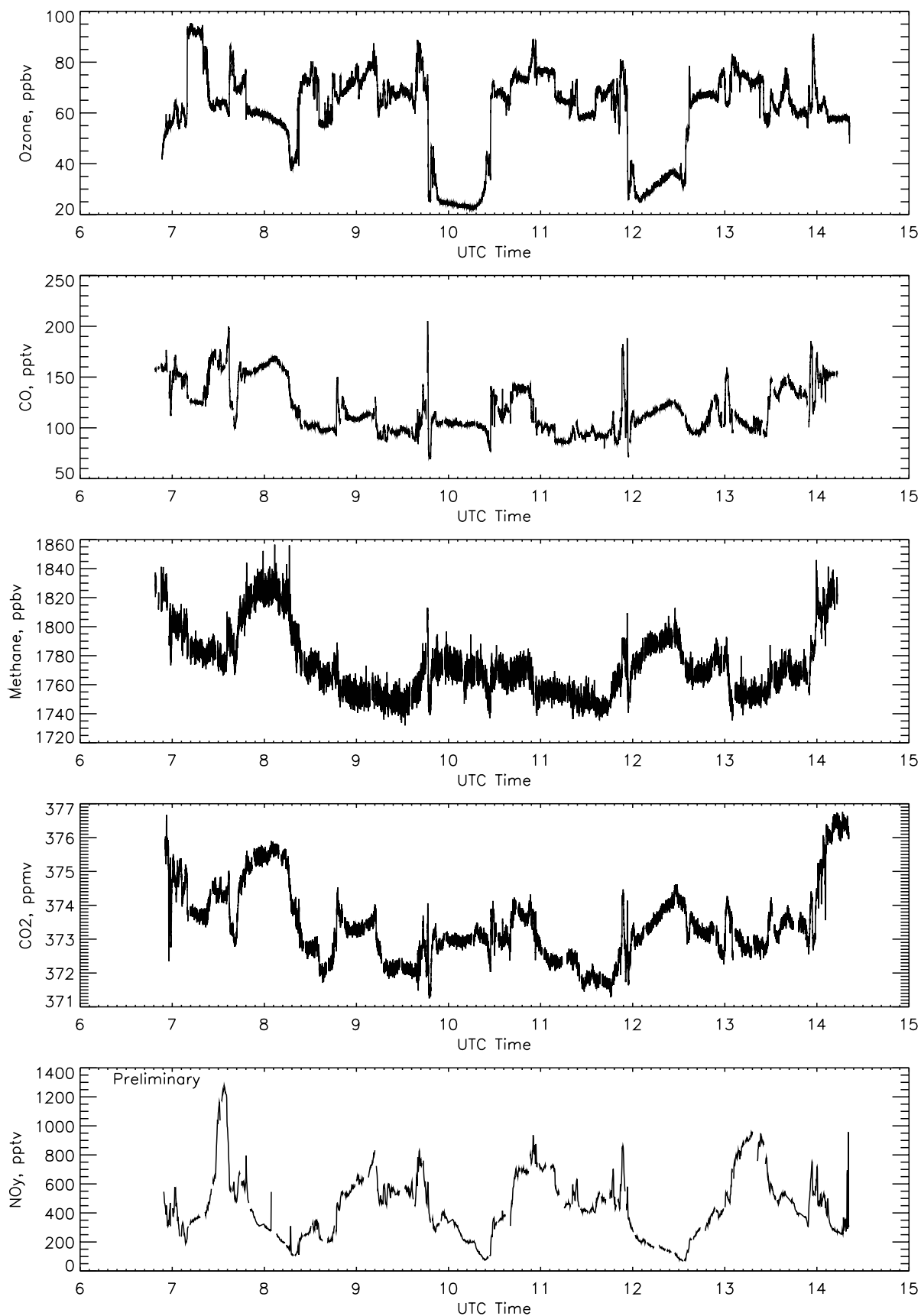
April 6, 2001



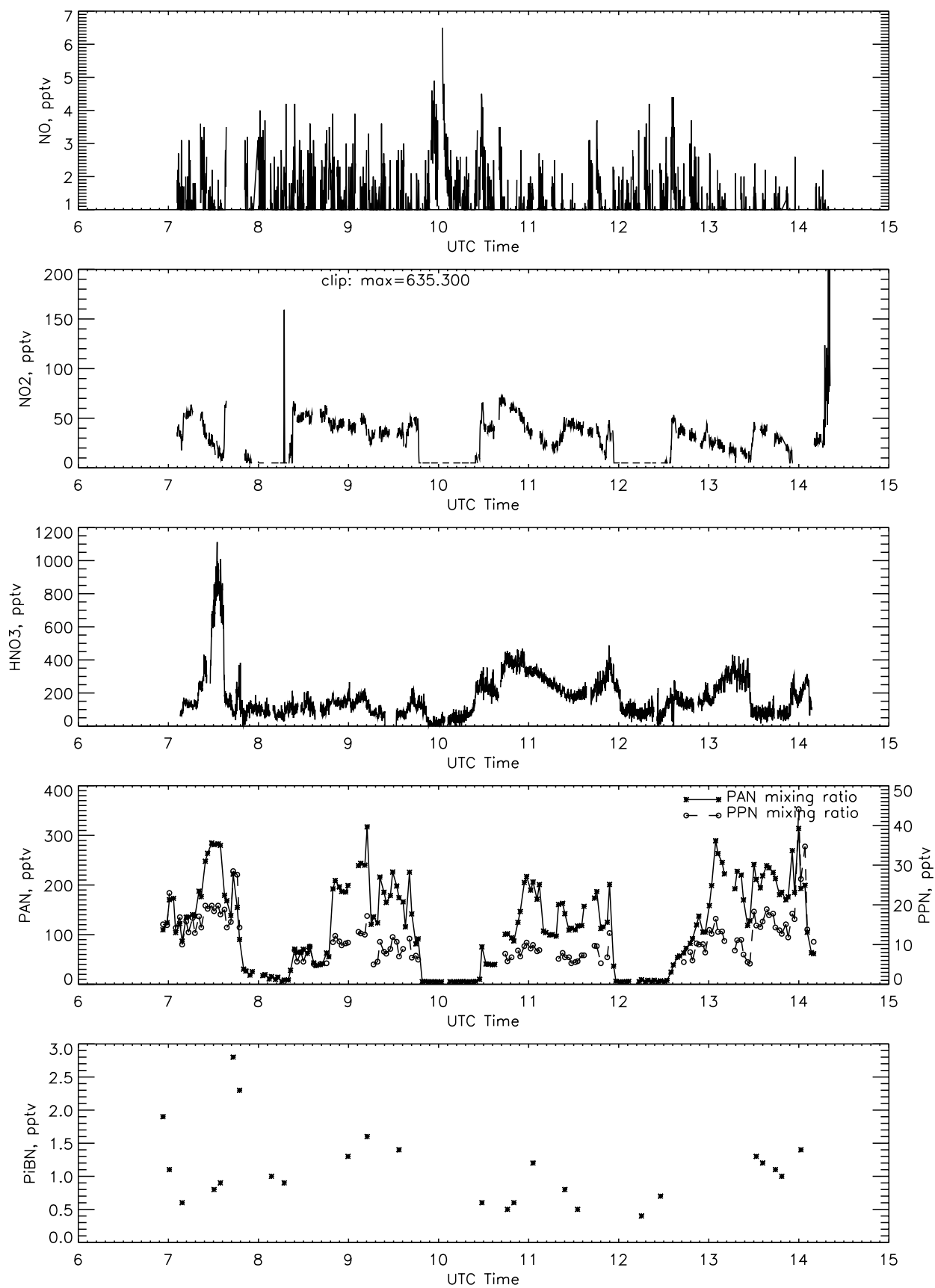
# FINAL DATA: TRACE-P P3-B Flight 21



FINAL DATA: TRACE-P P3-B Flight 21

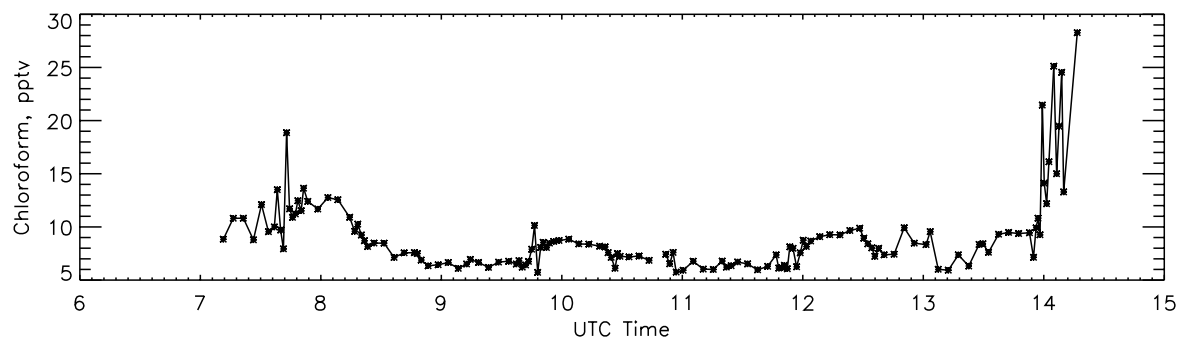
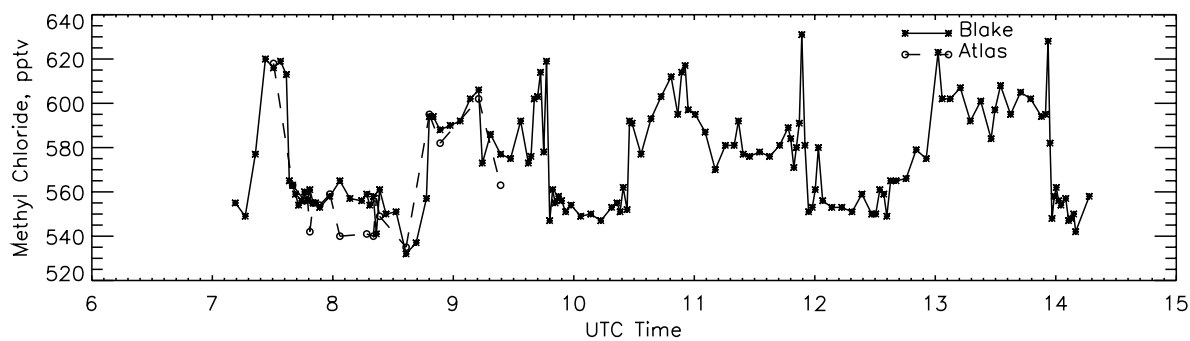
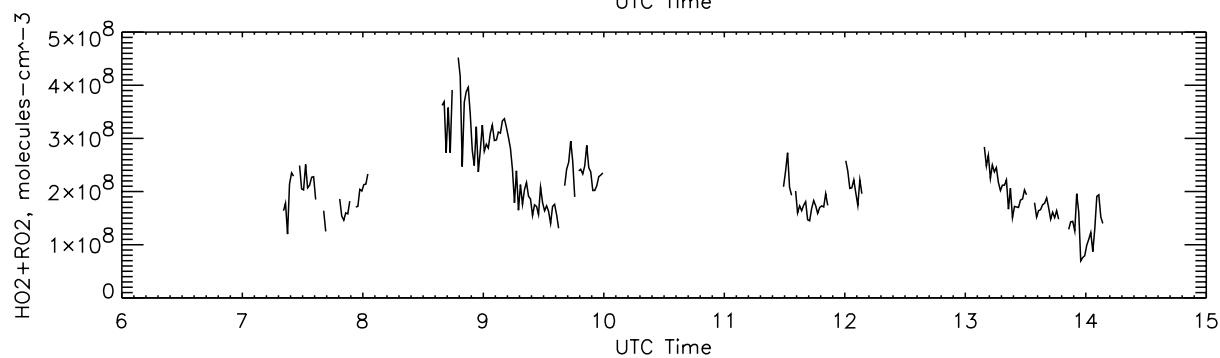
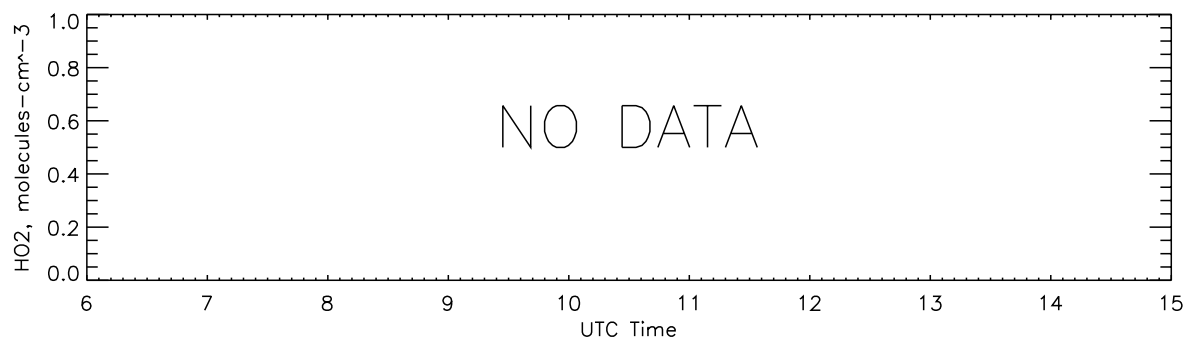
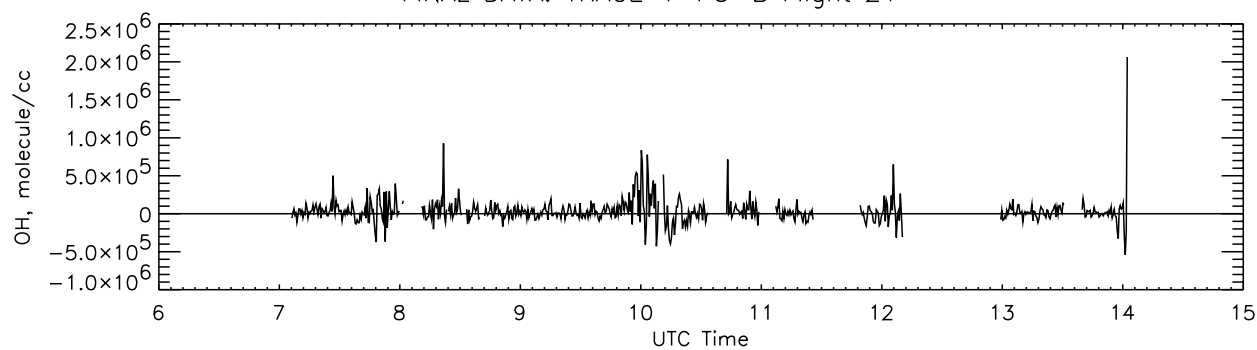


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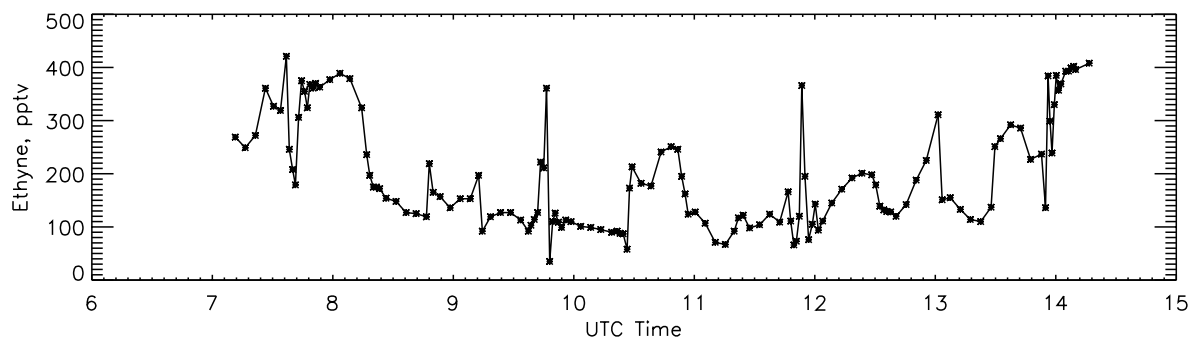
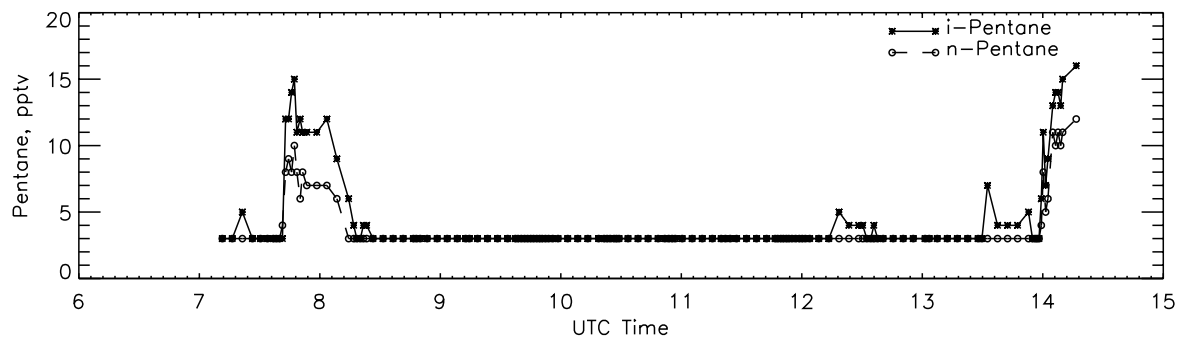
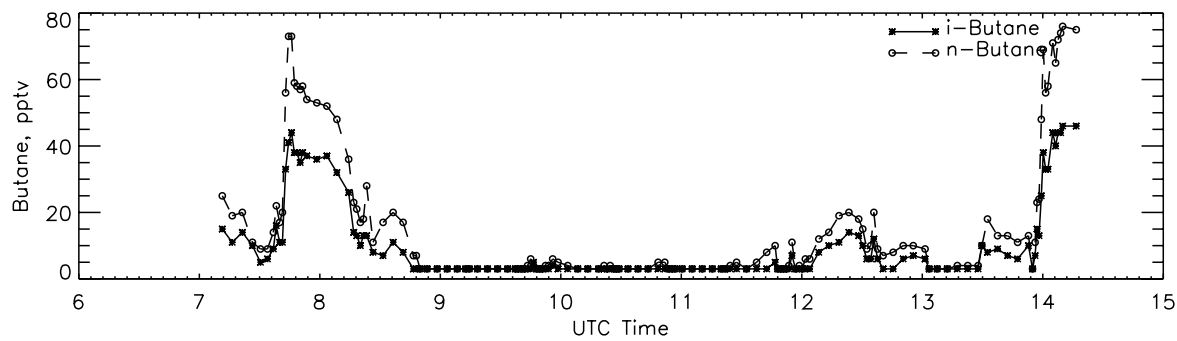
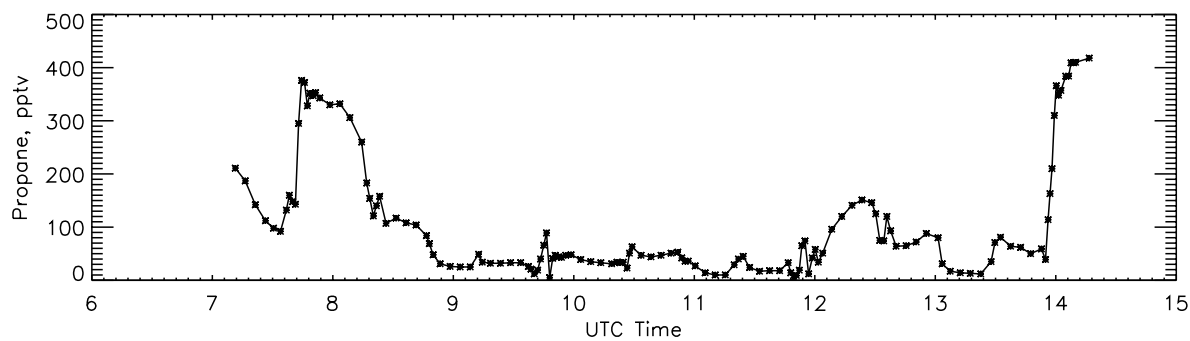
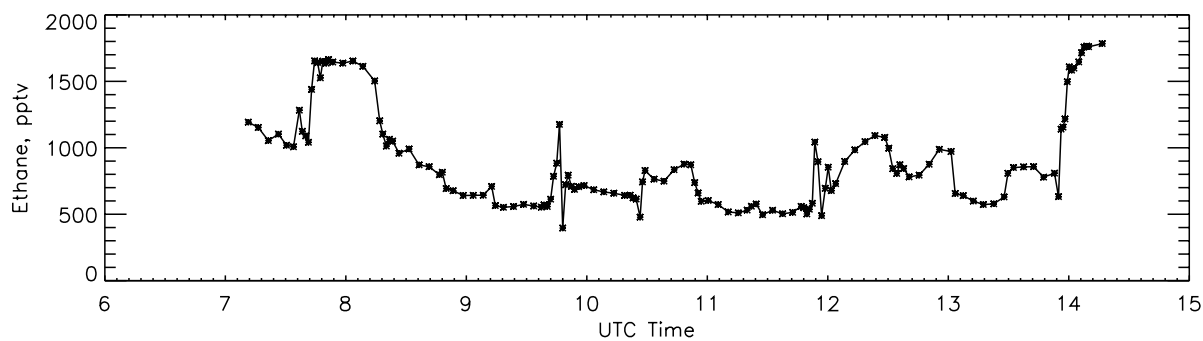




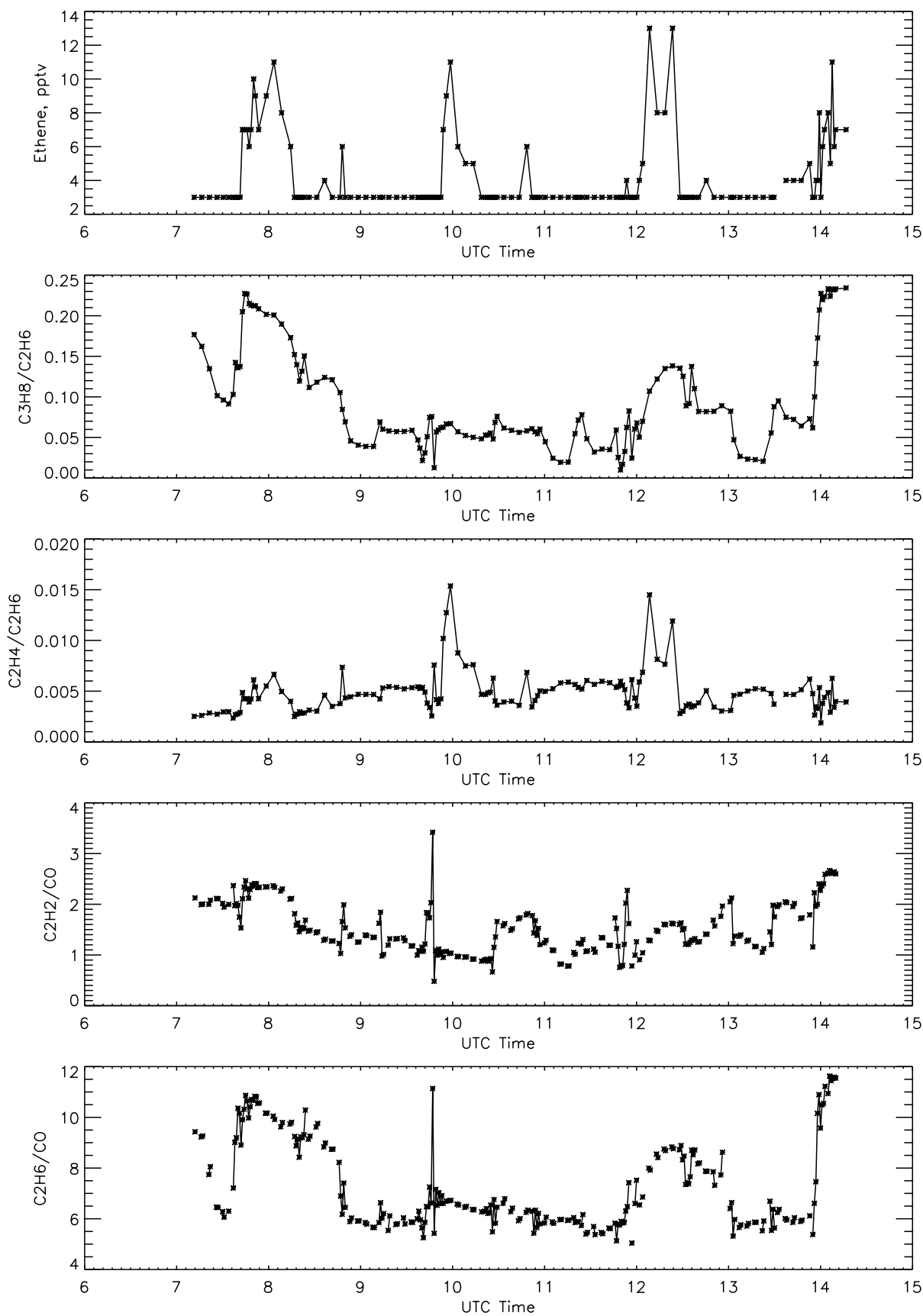
# FINAL DATA: TRACE-P P3-B Flight 21



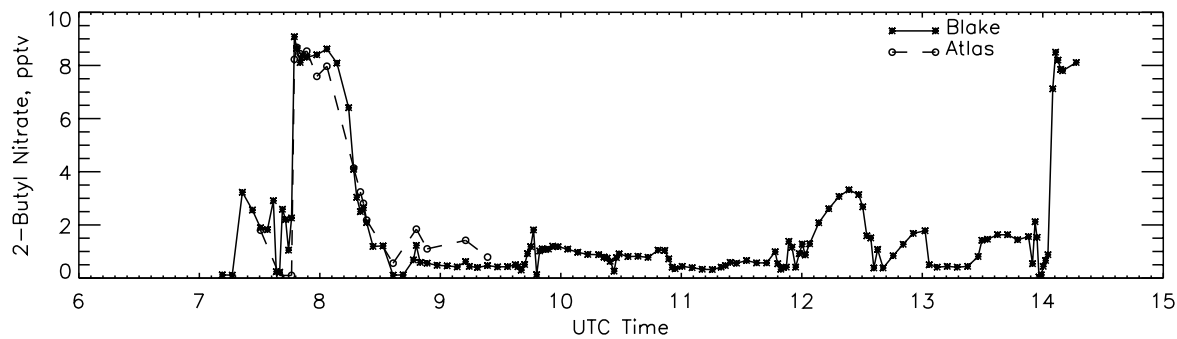
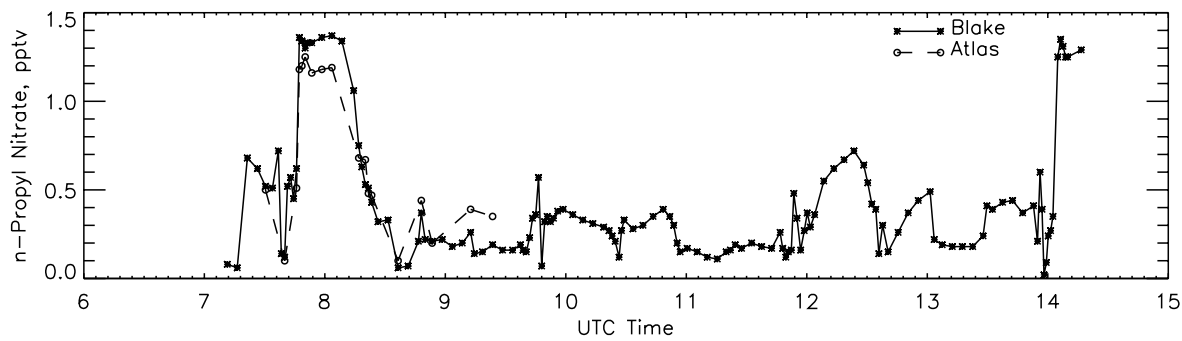
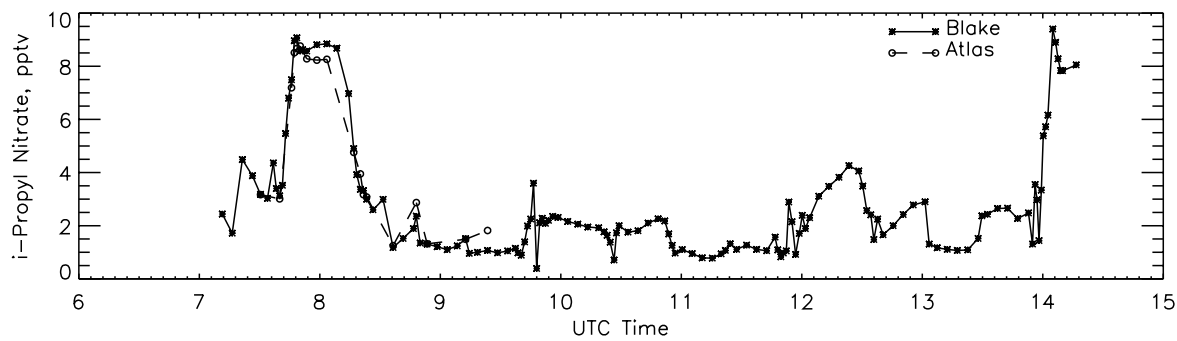
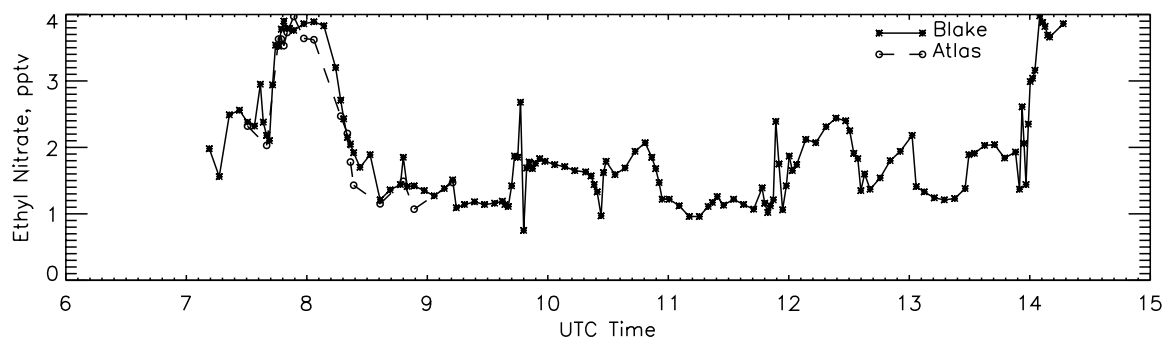
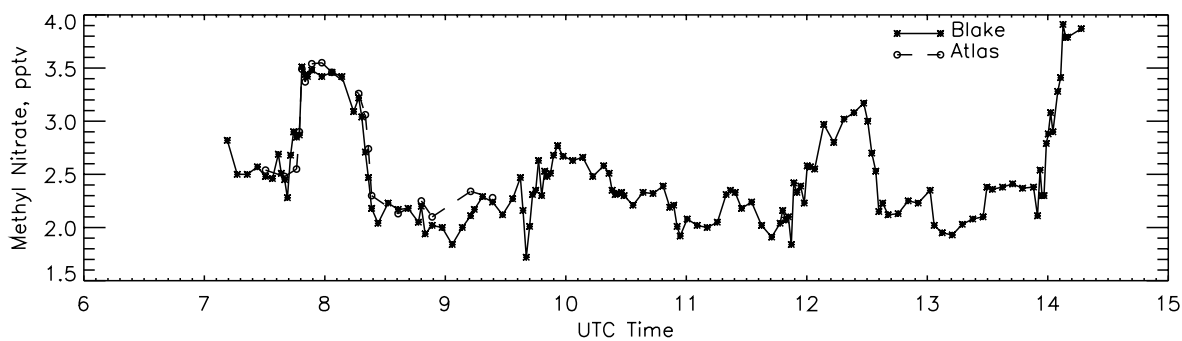
# FINAL DATA: TRACE-P P3-B Flight 21



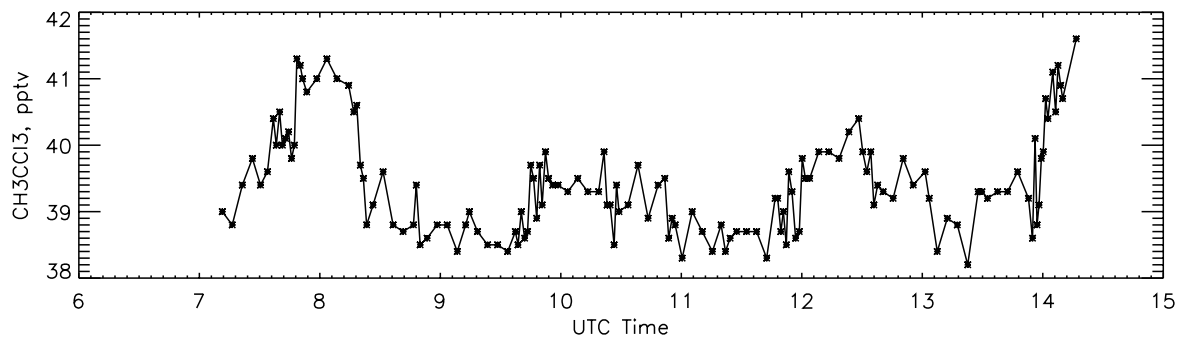
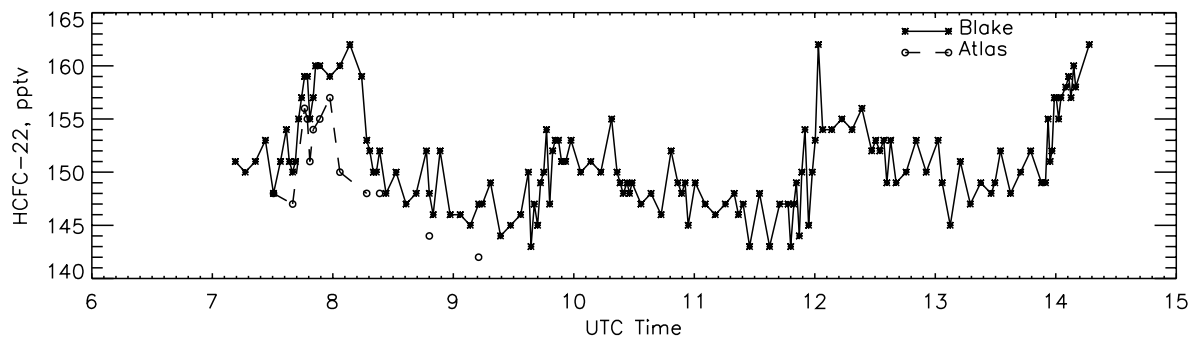
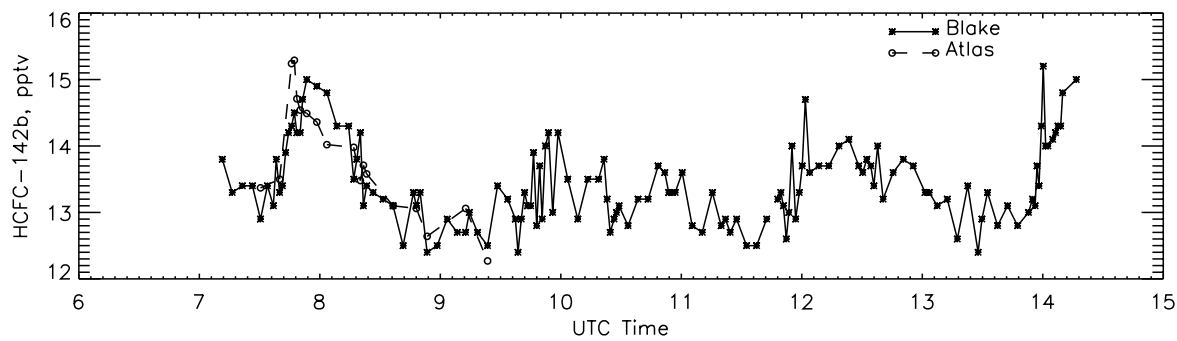
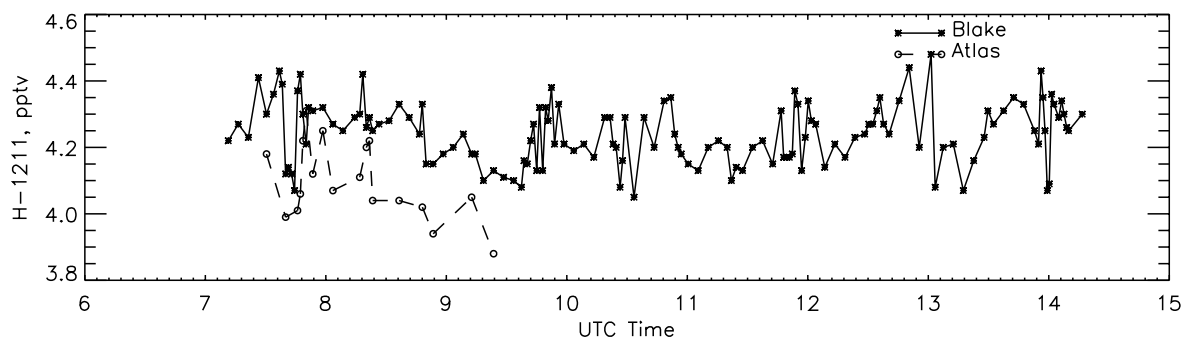
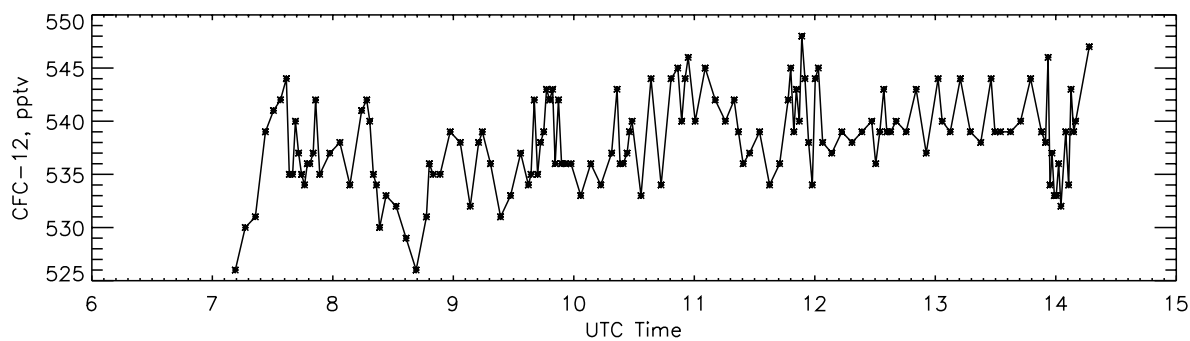
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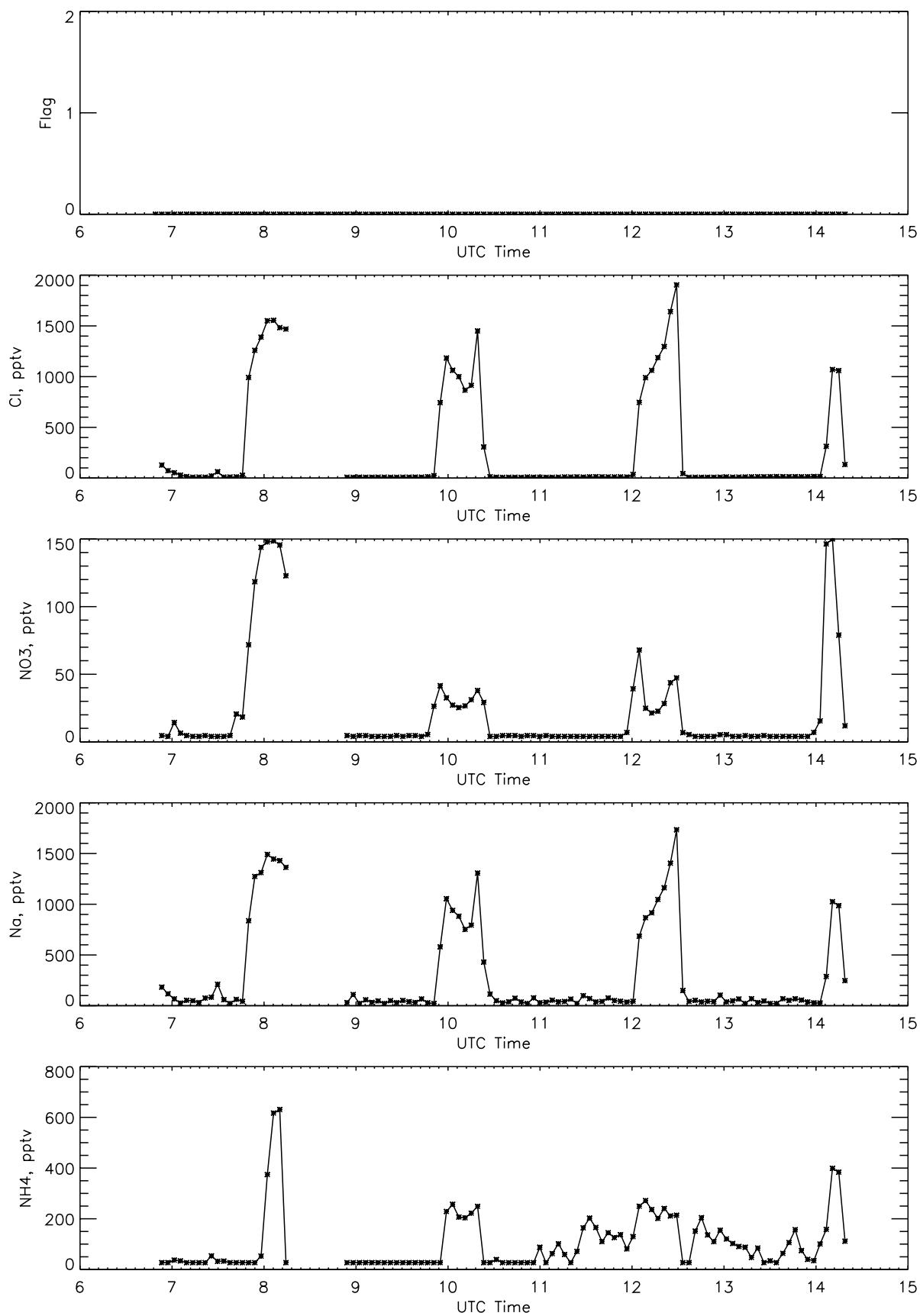
# FINAL DATA: TRACE-P P3-B Flight 21



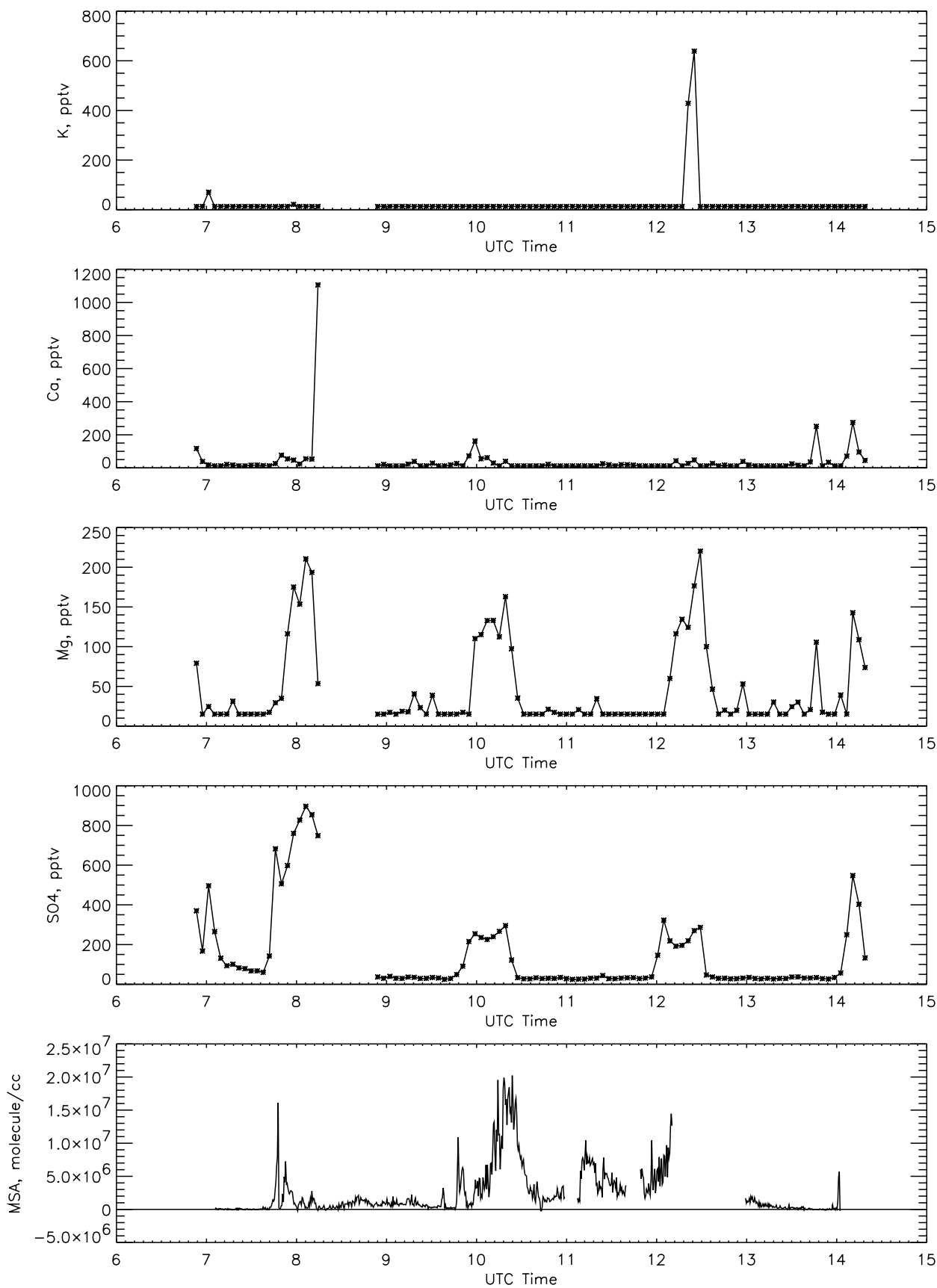
# FINAL DATA: TRACE-P P3-B Flight 21



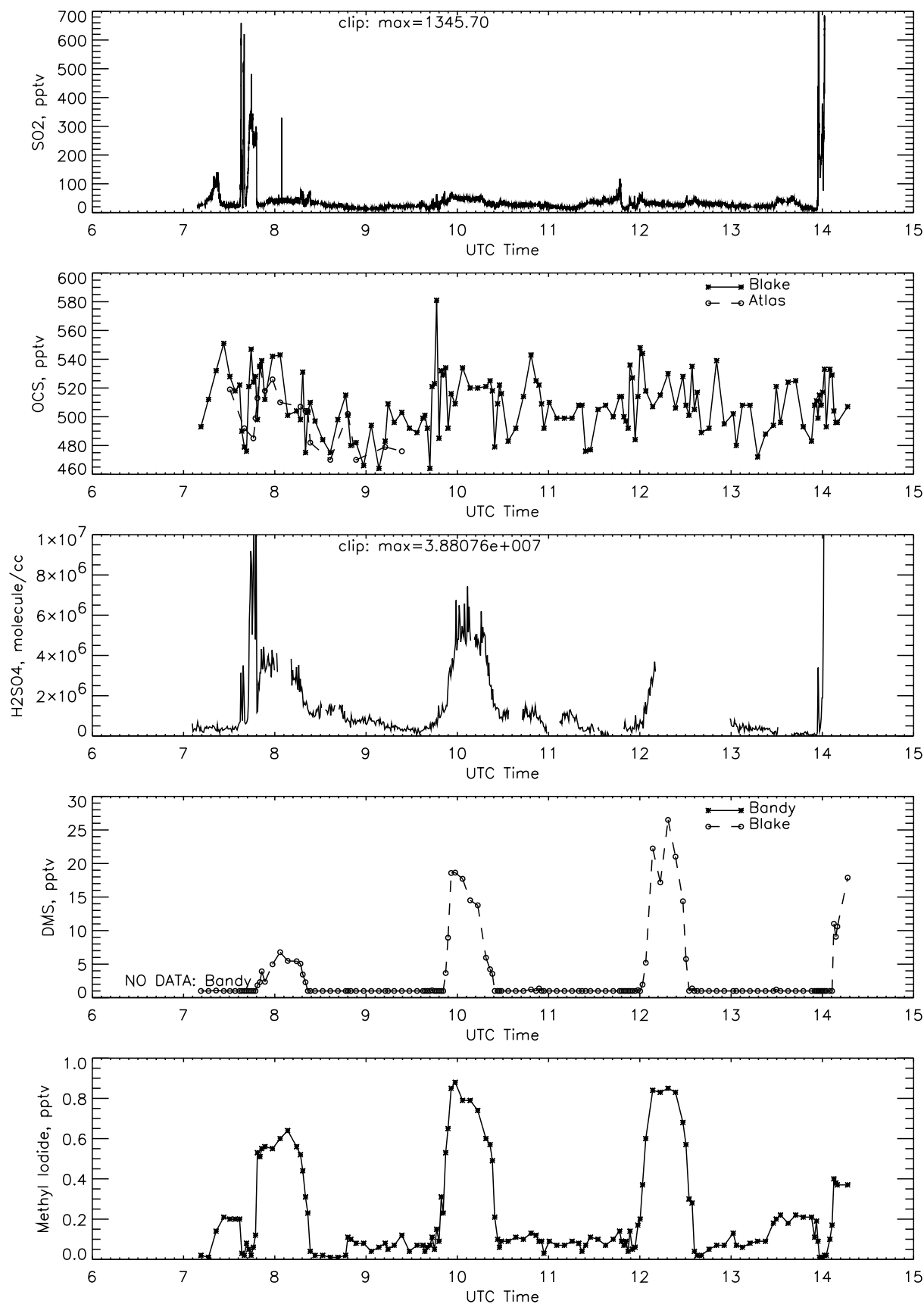
# FINAL DATA: TRACE-P P3-B Flight 21



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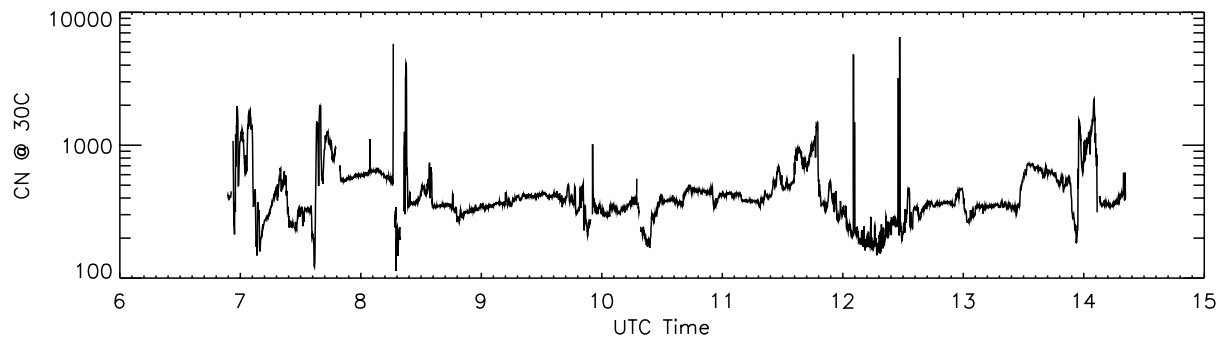
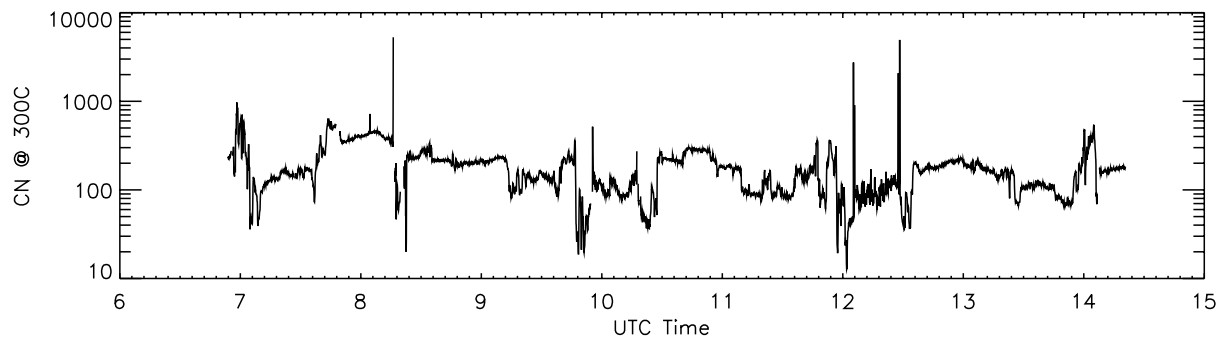
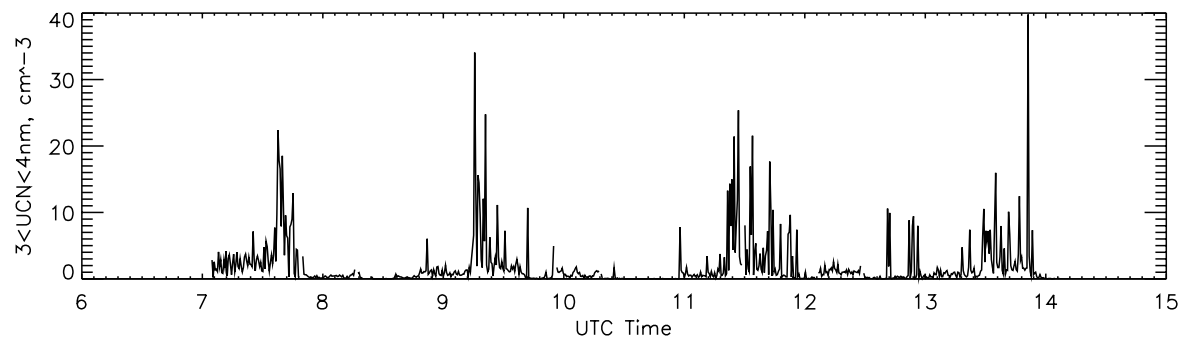
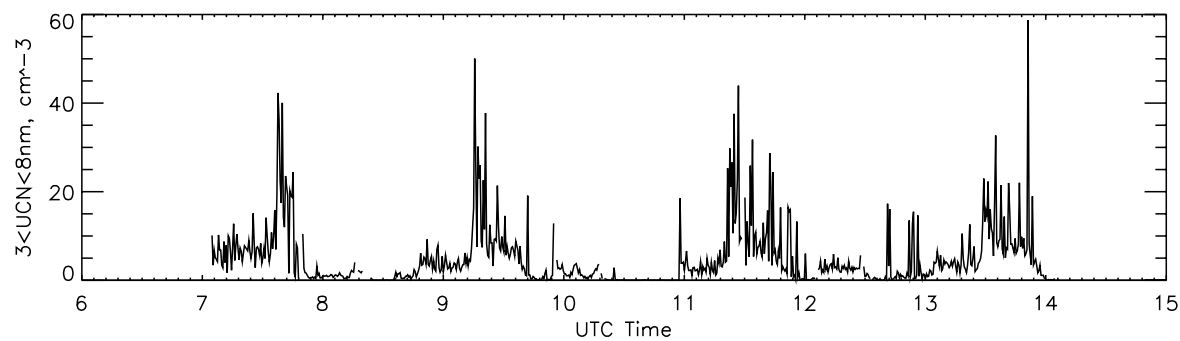
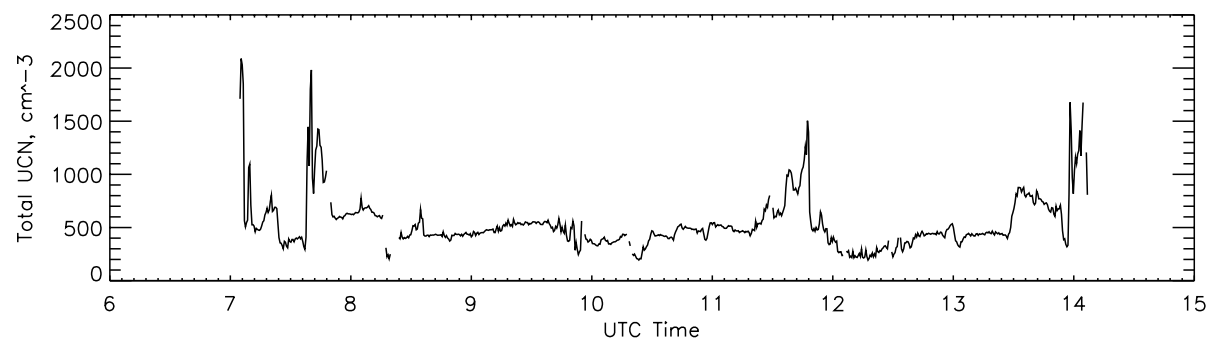


# FINAL DATA: TRACE-P P3-B Flight 21

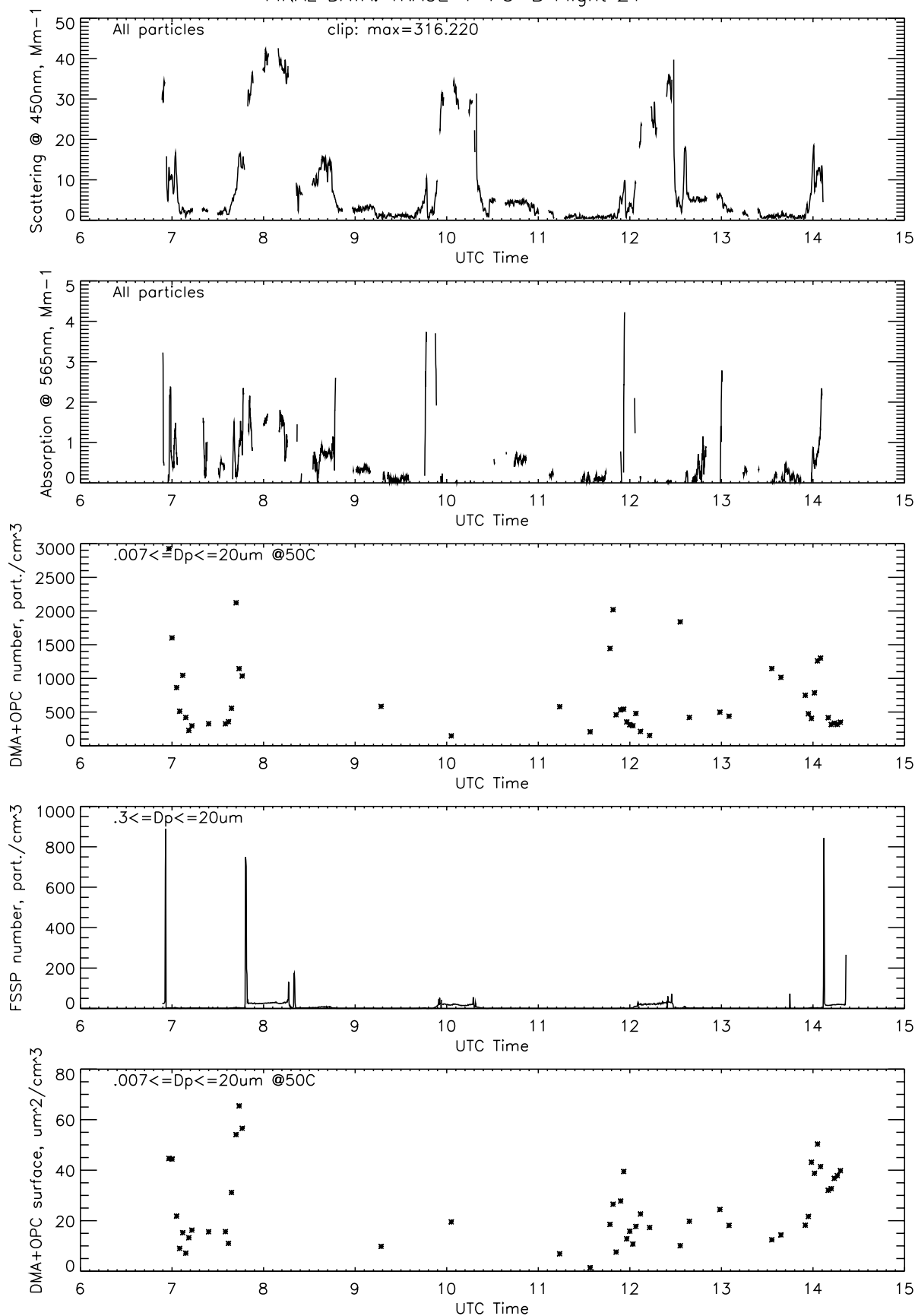




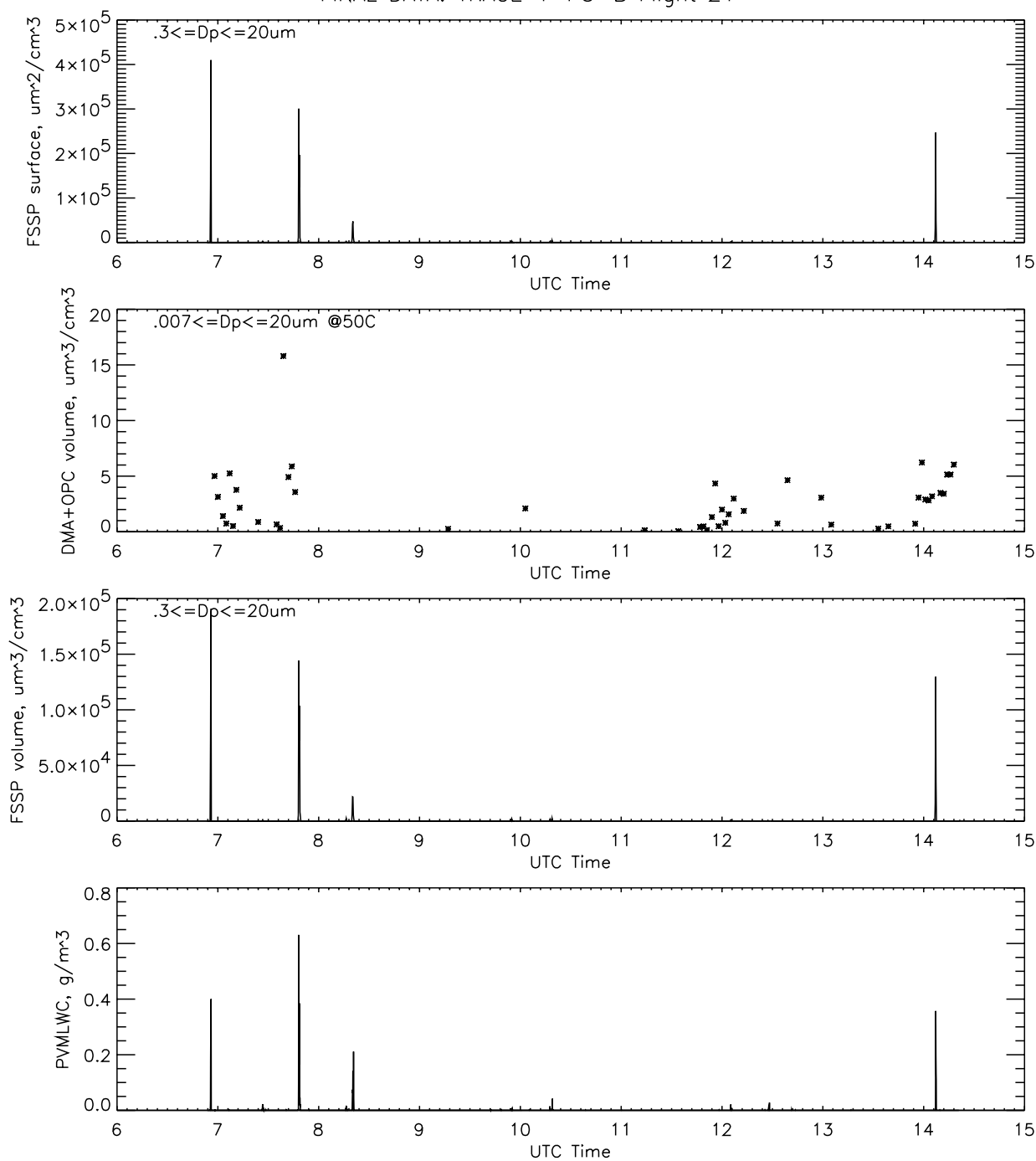
FINAL DATA: TRACE-P P3-B Flight 21



# FINAL DATA: TRACE-P P3-B Flight 21

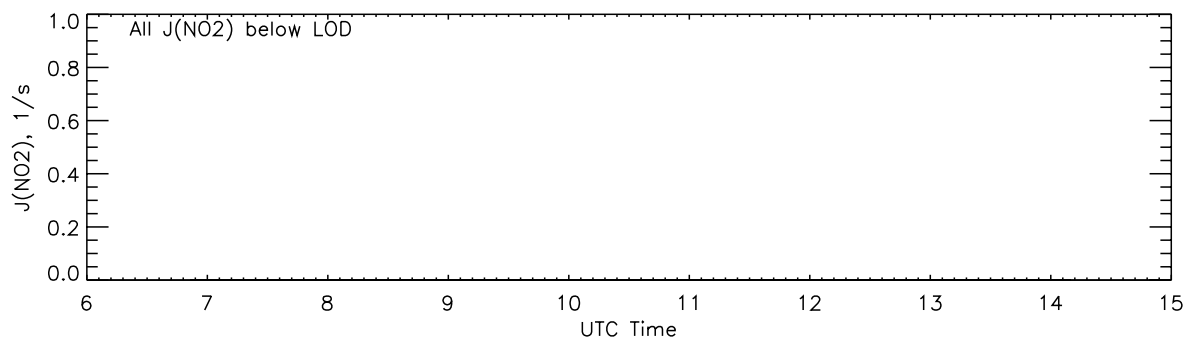
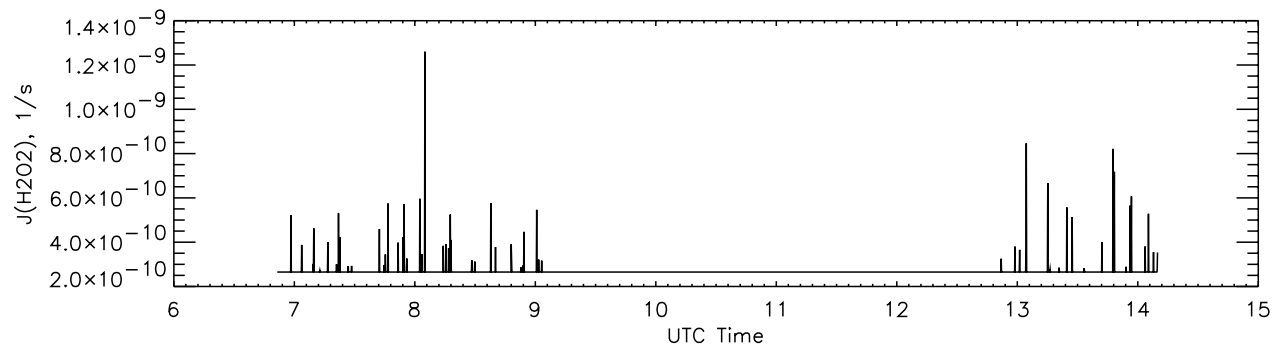
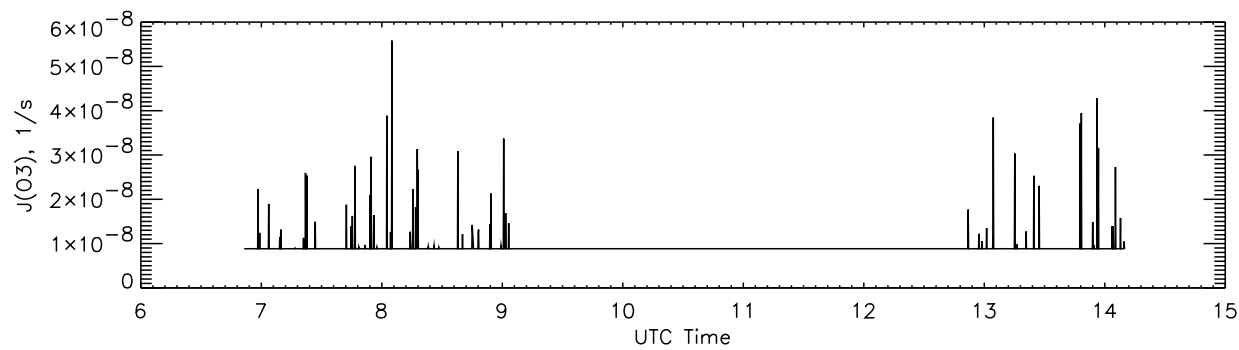
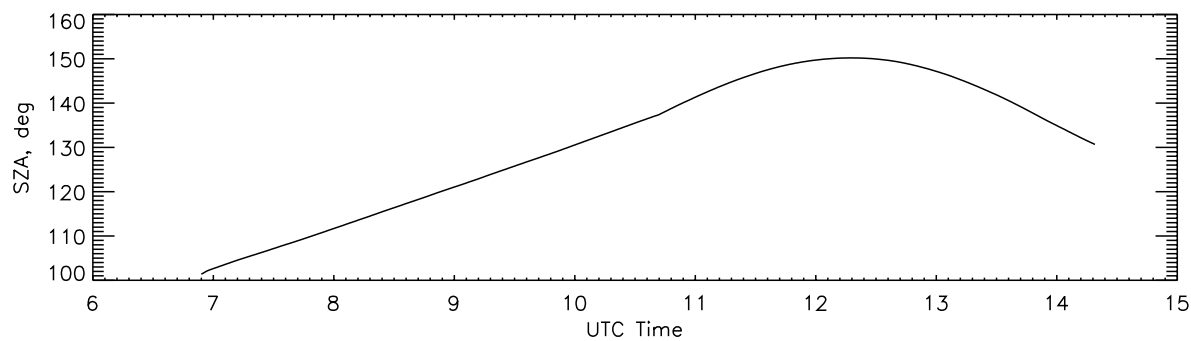
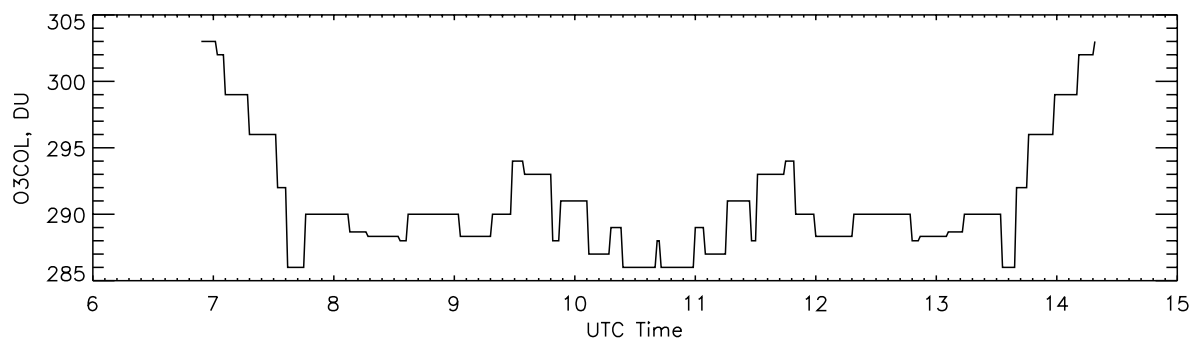


# FINAL DATA: TRACE-P P3-B Flight 21

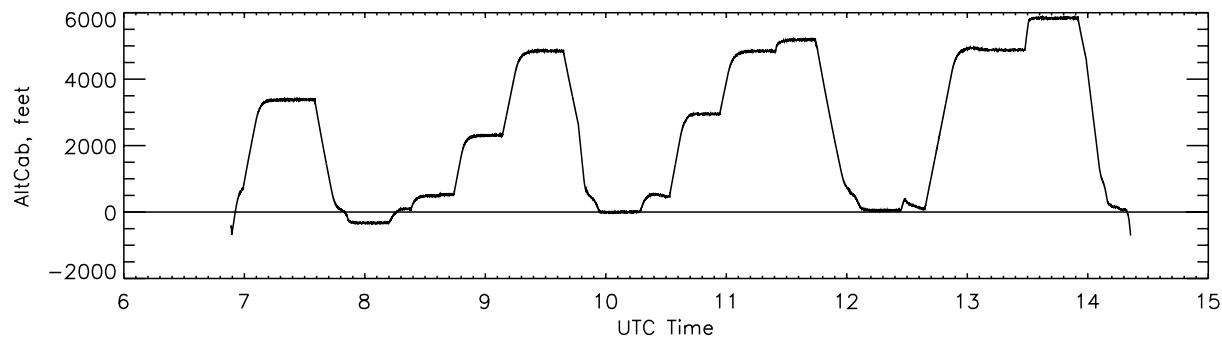
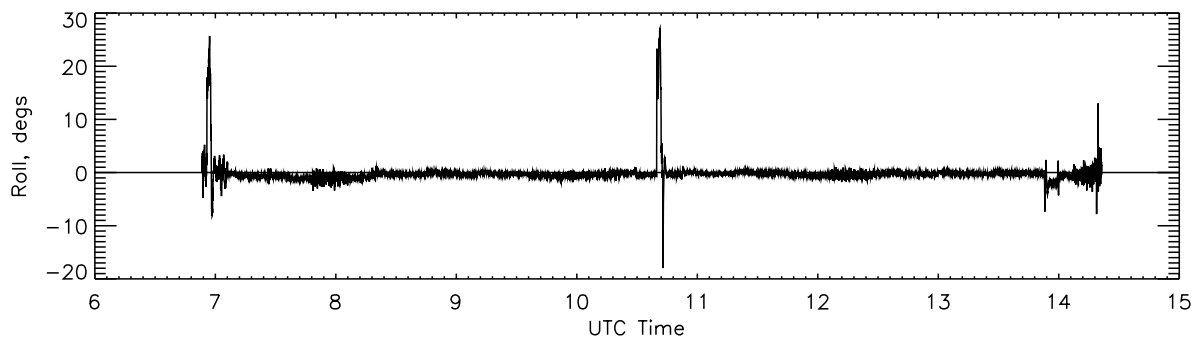
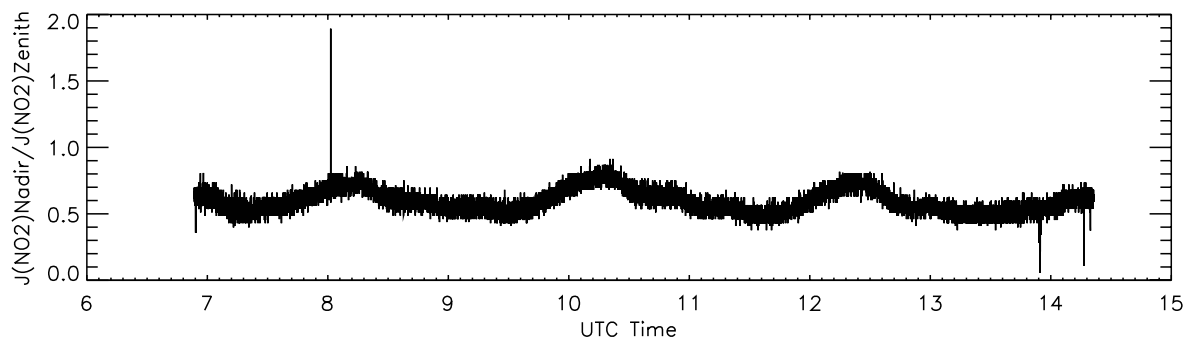
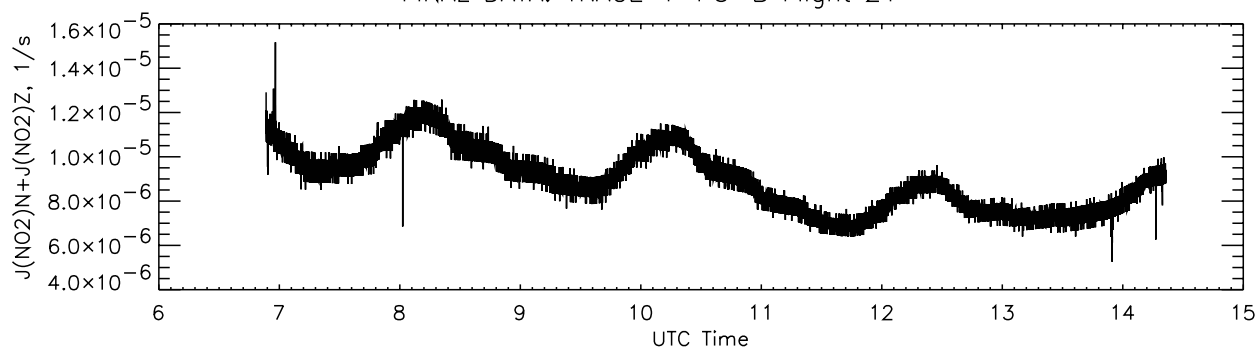


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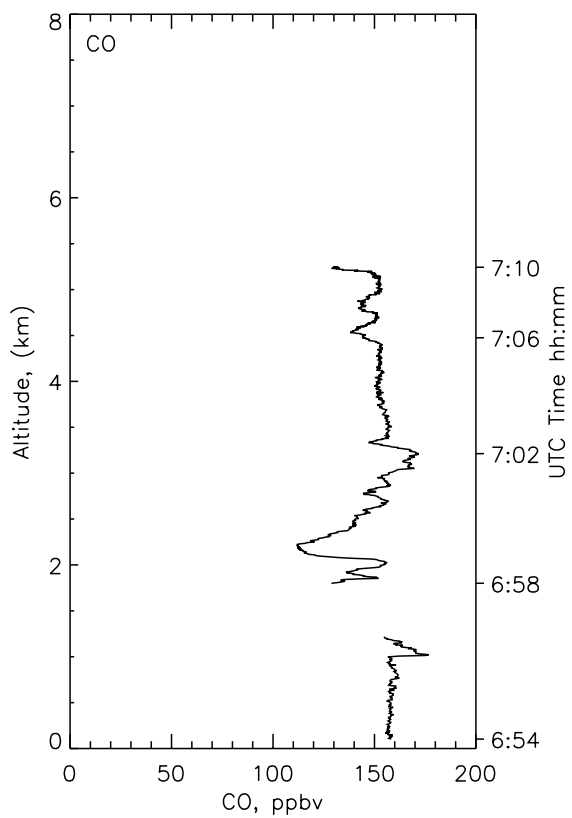
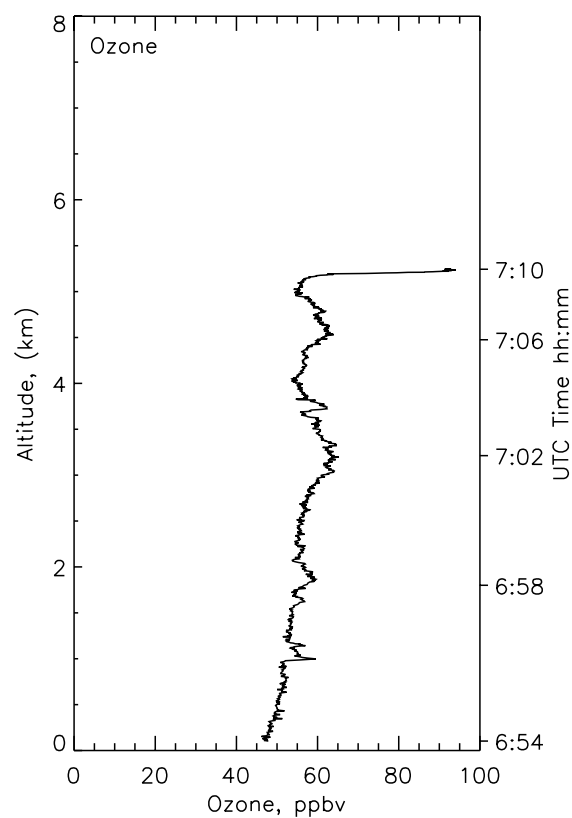
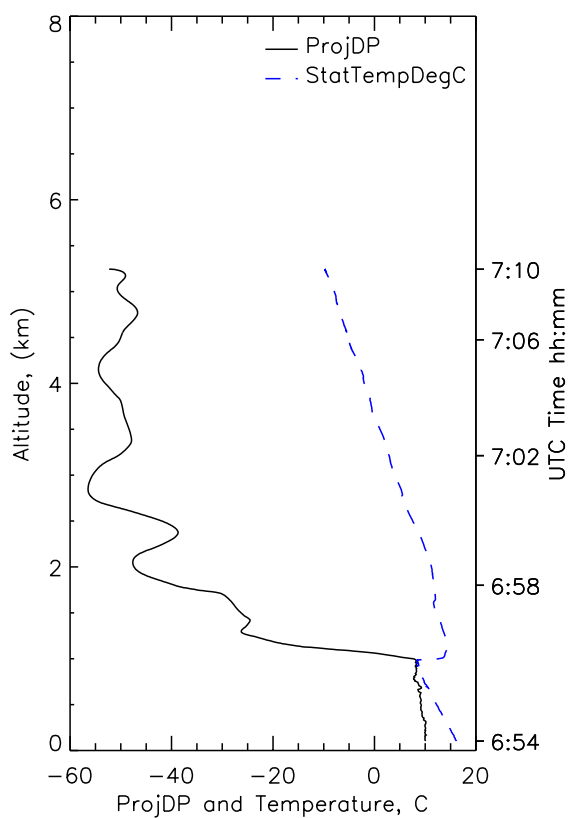
# FINAL DATA: TRACE-P P3-B Flight 21



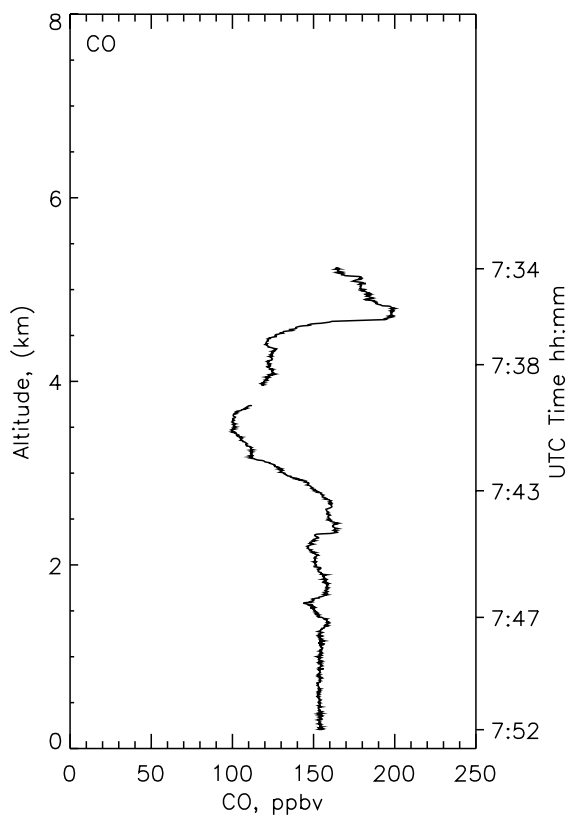
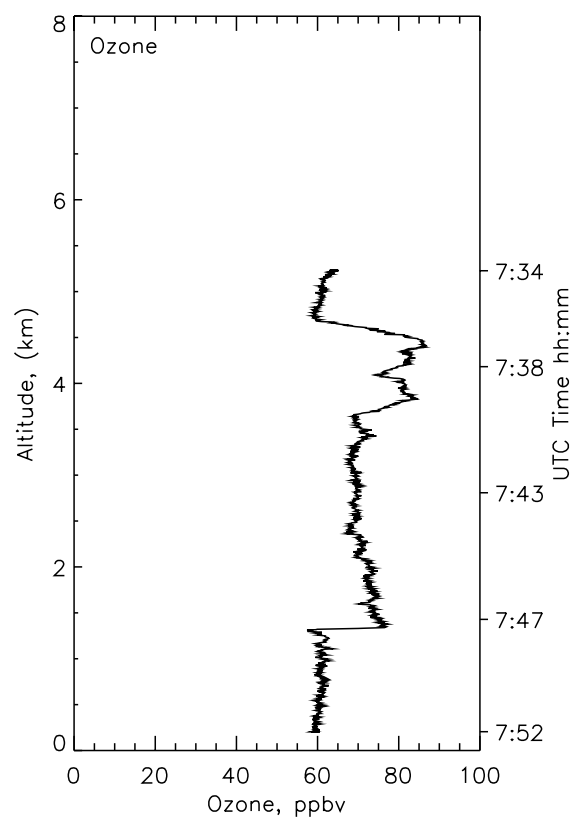
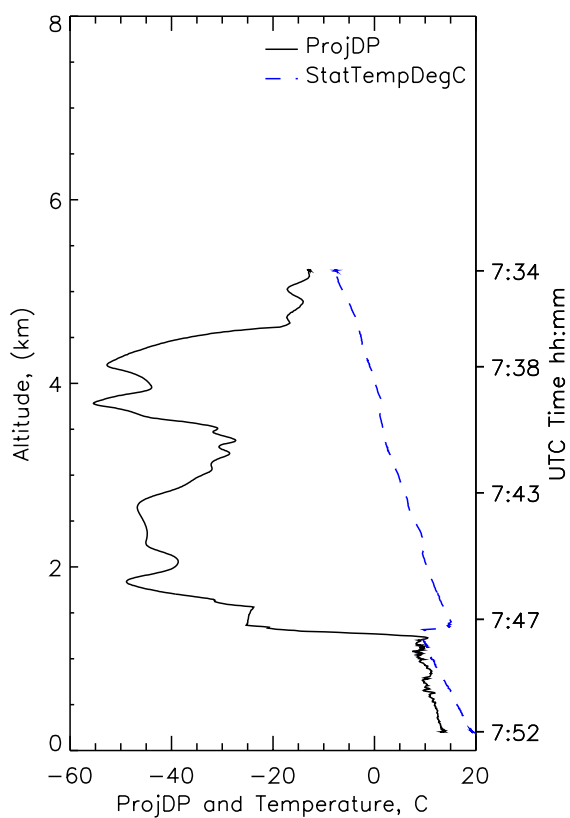
# FINAL DATA: TRACE-P P3-B Flight 21



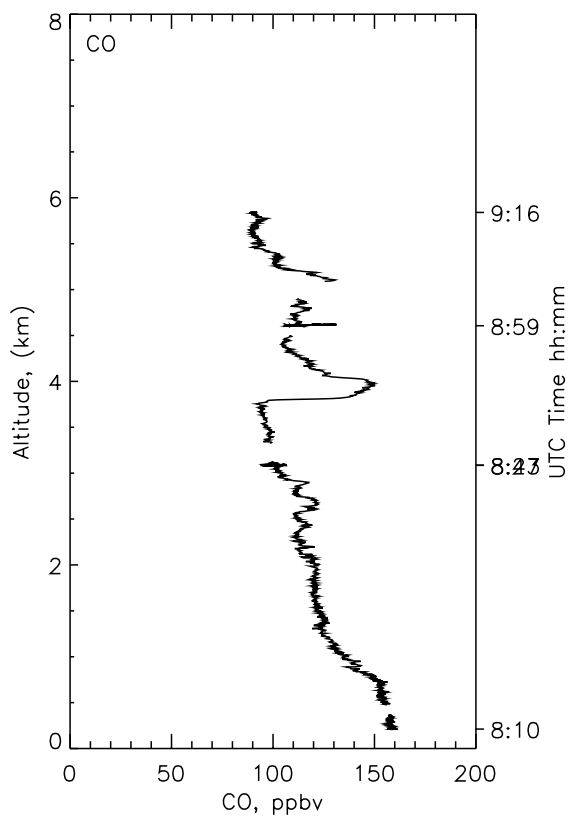
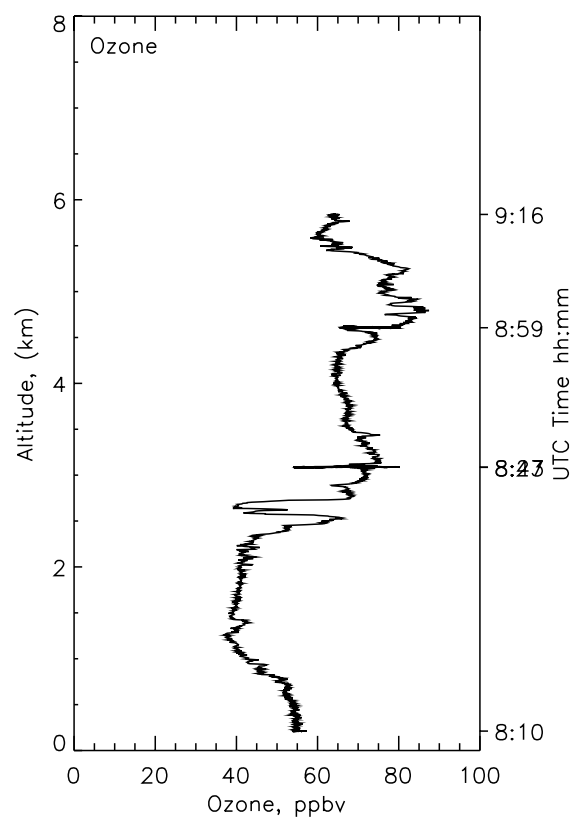
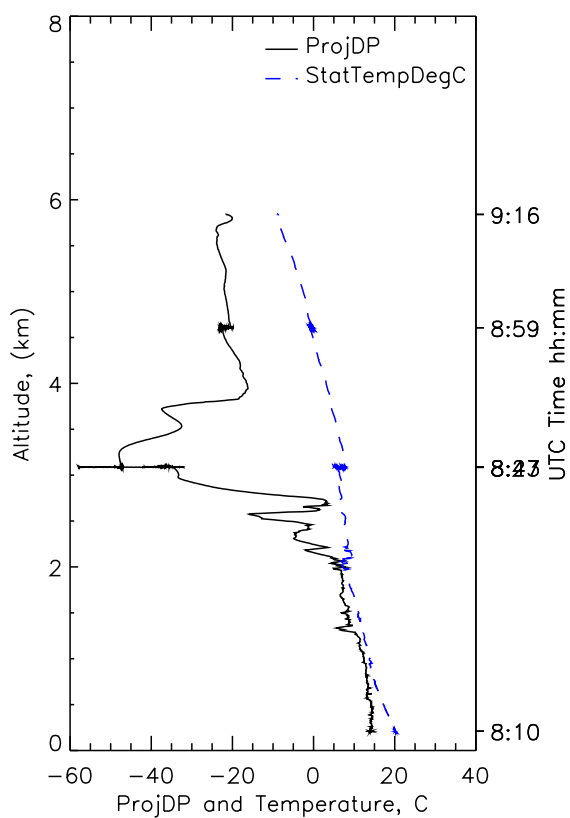
# Profile # 1 TRACE-P P3-B Flight 21



Profile # 2 TRACE-P P3-B Flight 21

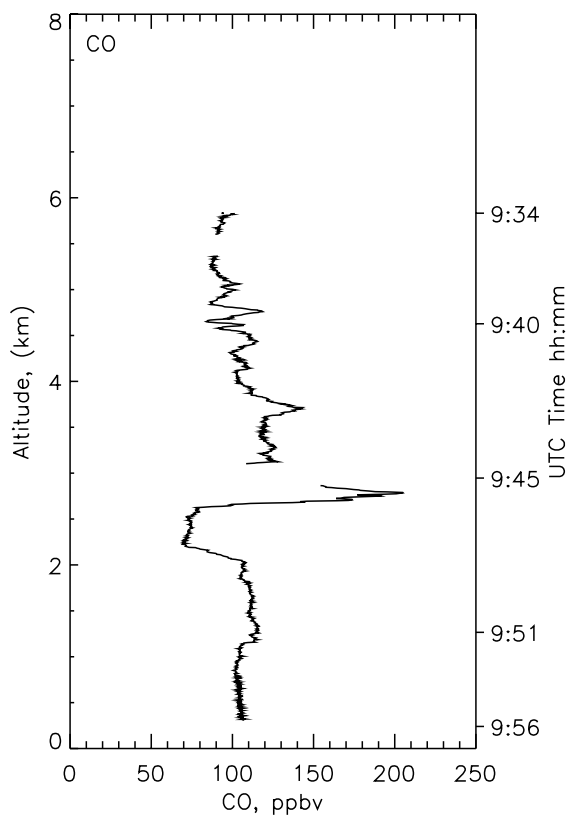
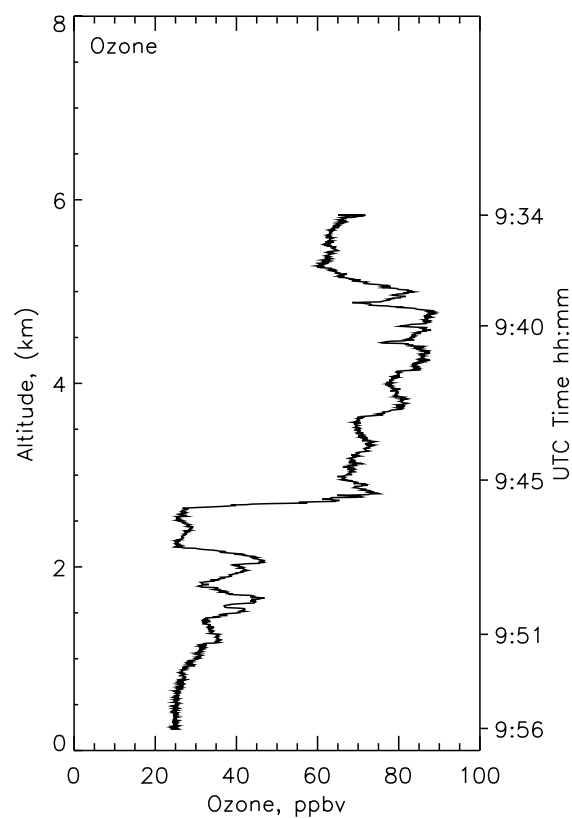
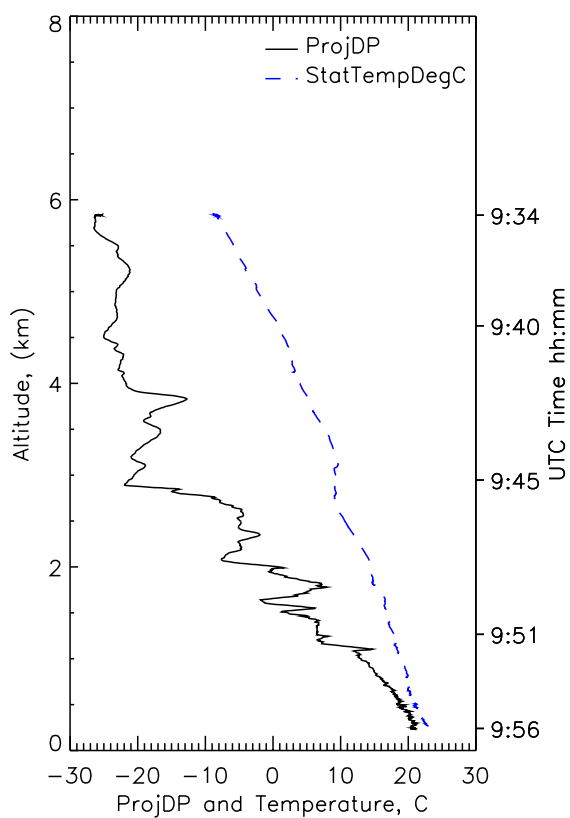


# Profile # 3 TRACE-P P3-B Flight 21

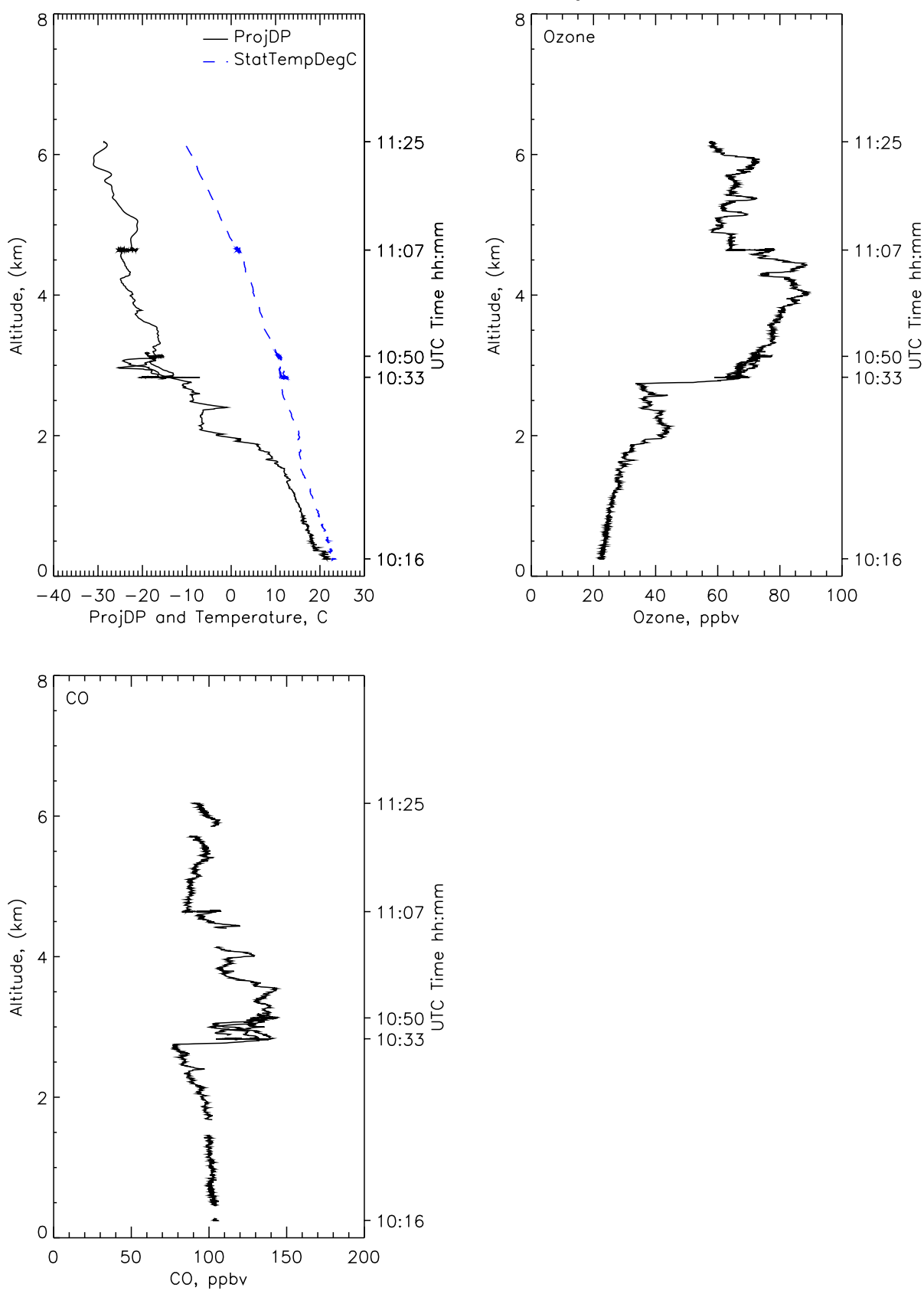




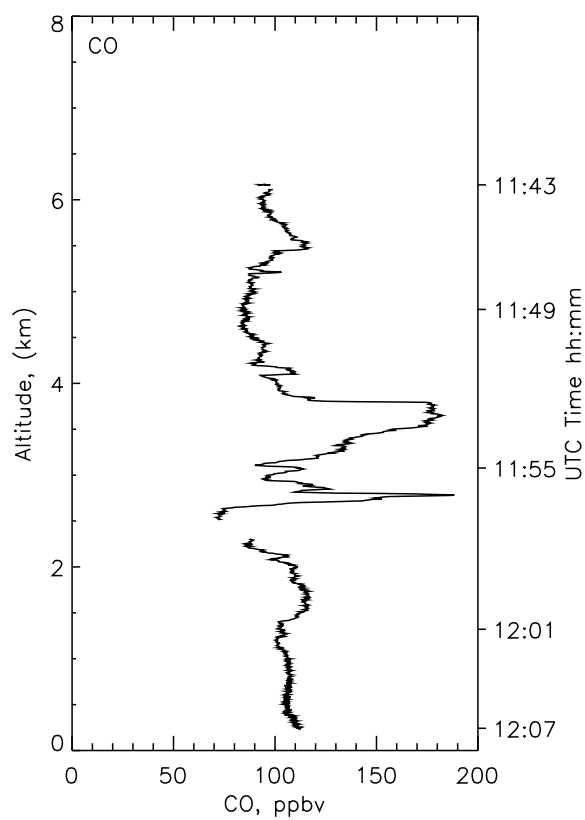
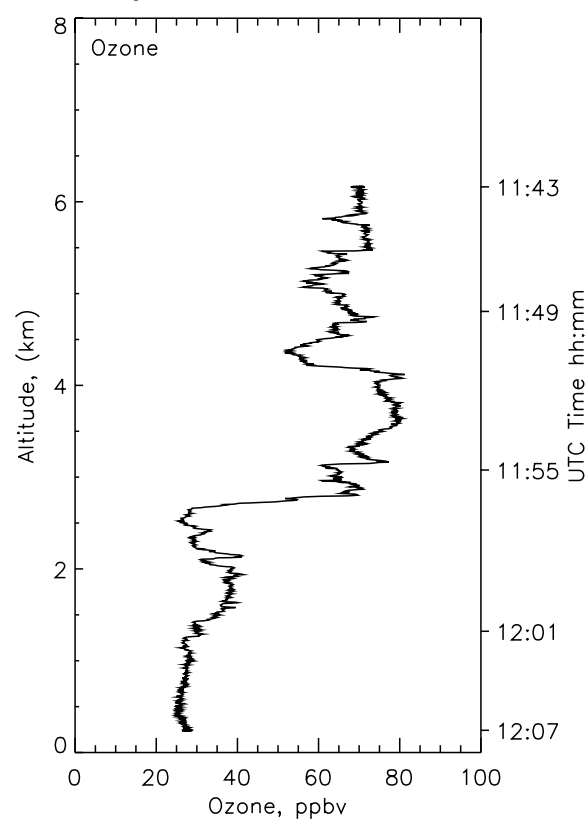
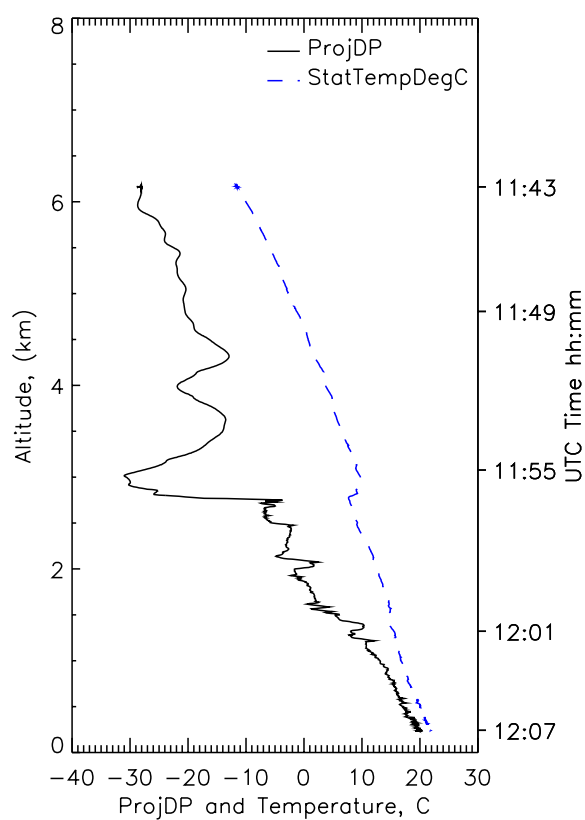
Profile # 4 TRACE-P P3-B Flight 21



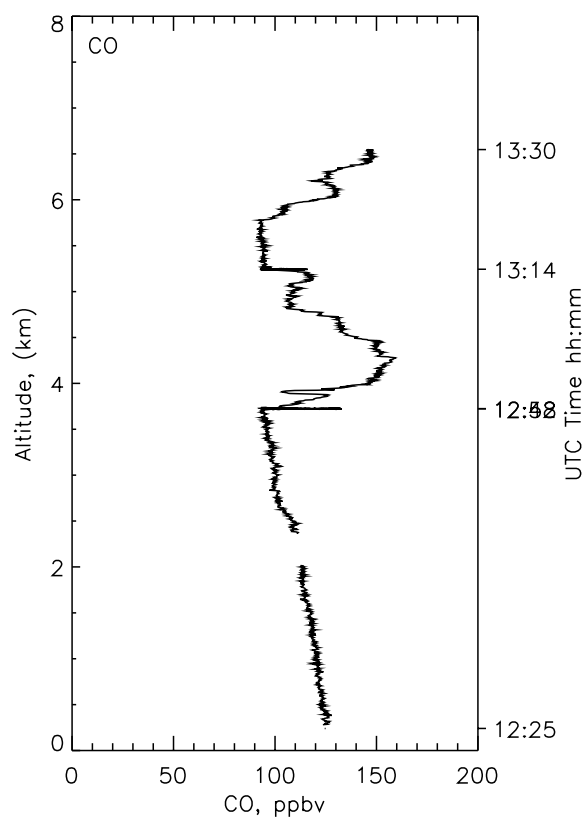
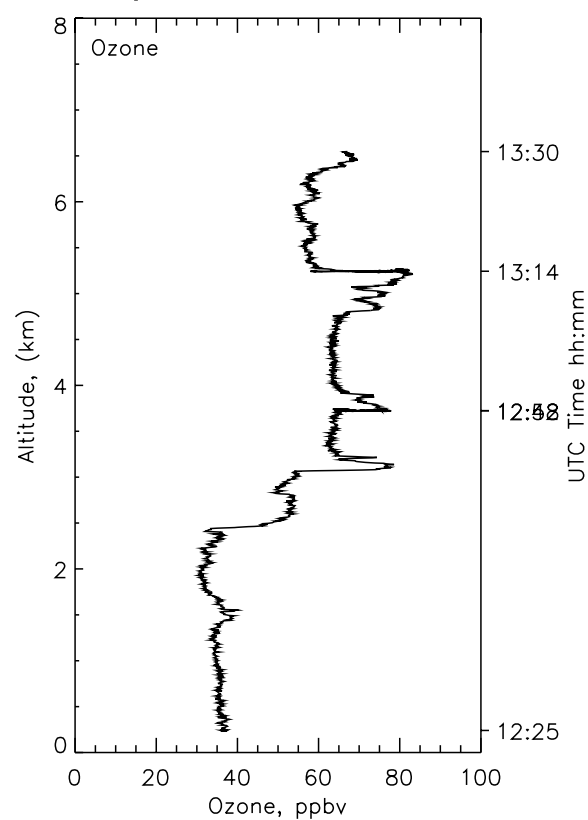
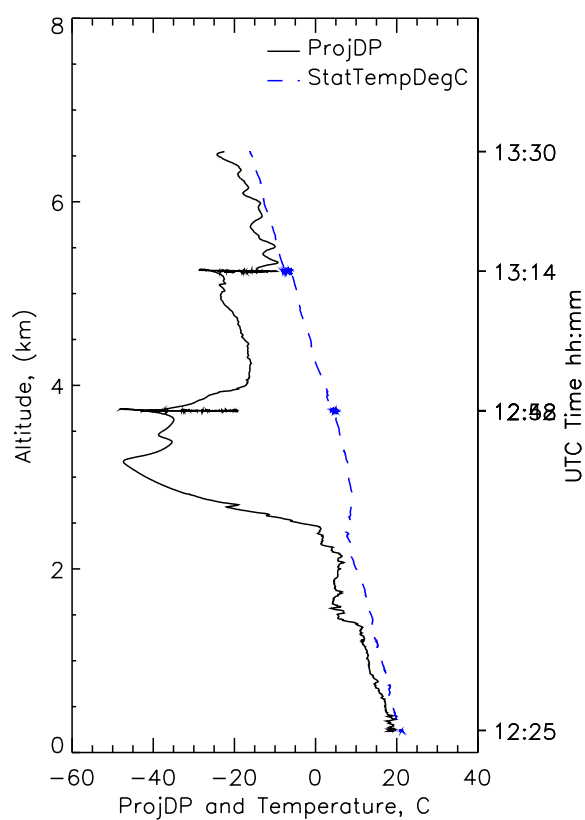
# Profile # 5 TRACE-P P3-B Flight 21



# Profile # 6 TRACE-P P3-B Flight 21



# Profile # 7 TRACE-P P3-B Flight 21





# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 22P

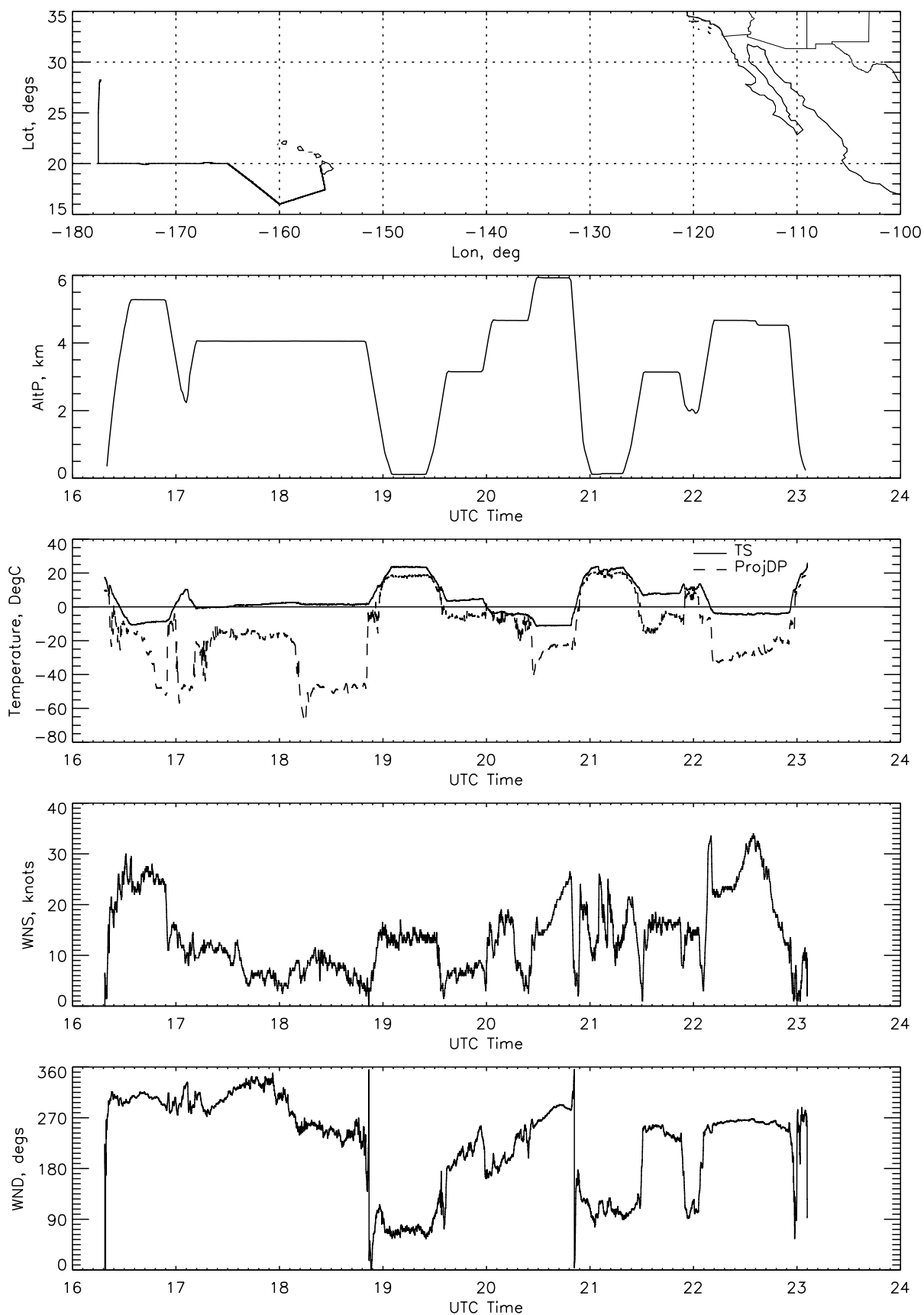
Transit: Midway Island to Kona, HI

Sunrise Photochemistry;  
Stratospheric Influence

April 7, 2001

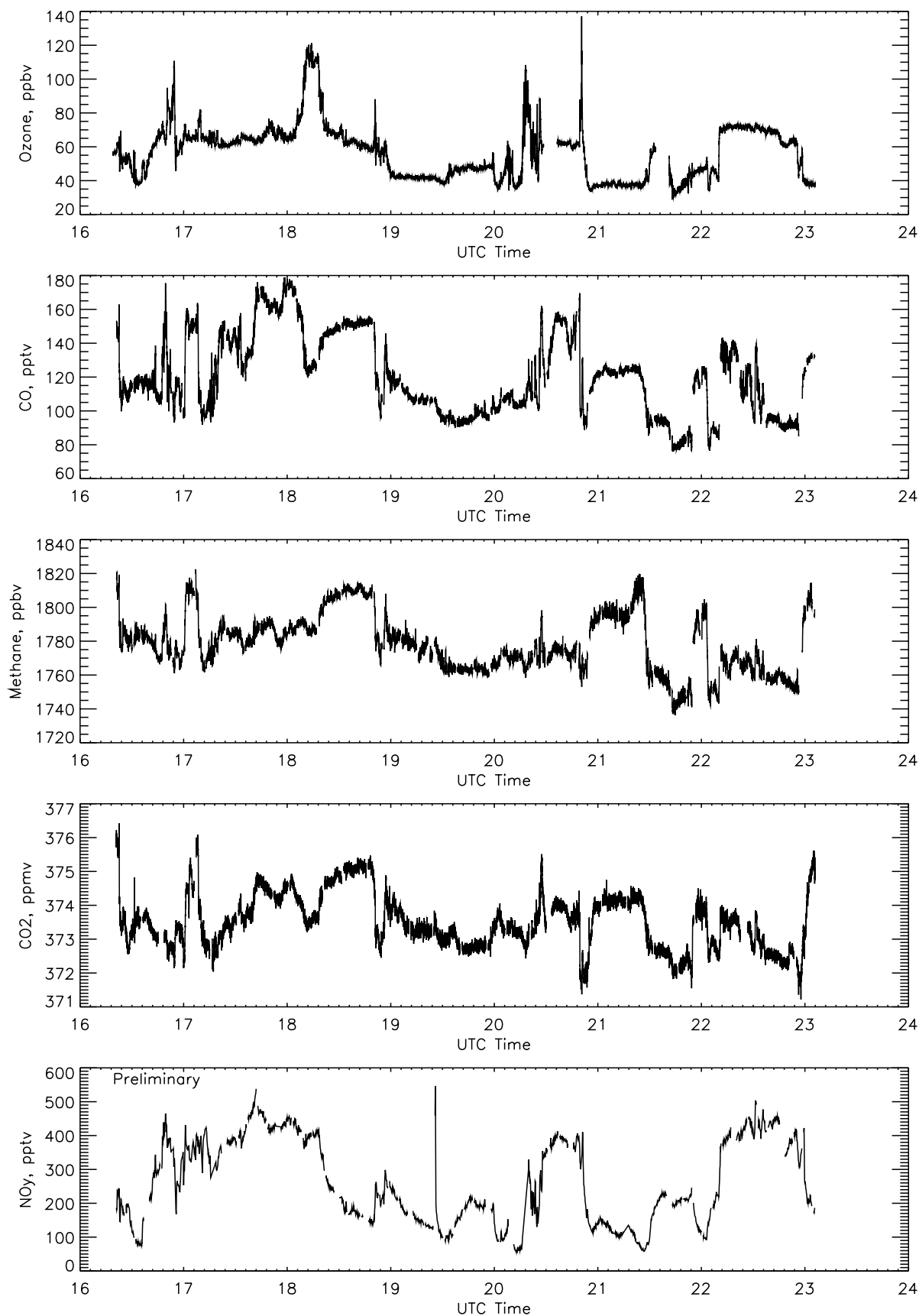


# FINAL DATA: TRACE-P P3-B Flight 22

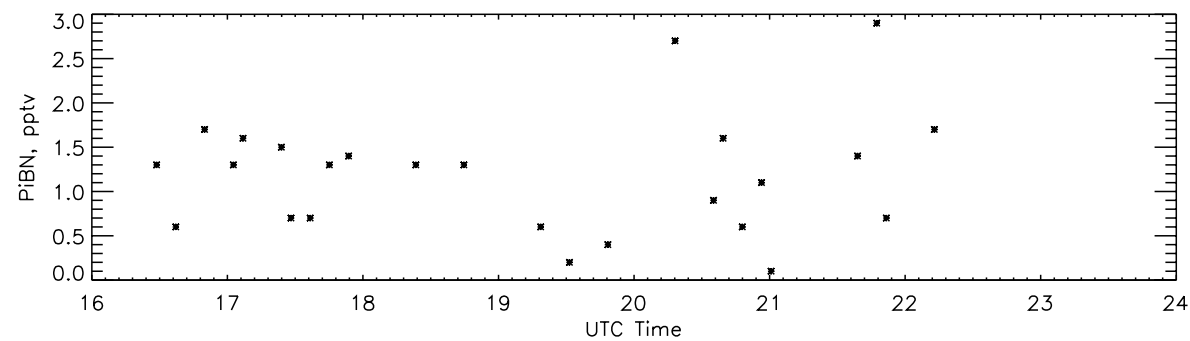
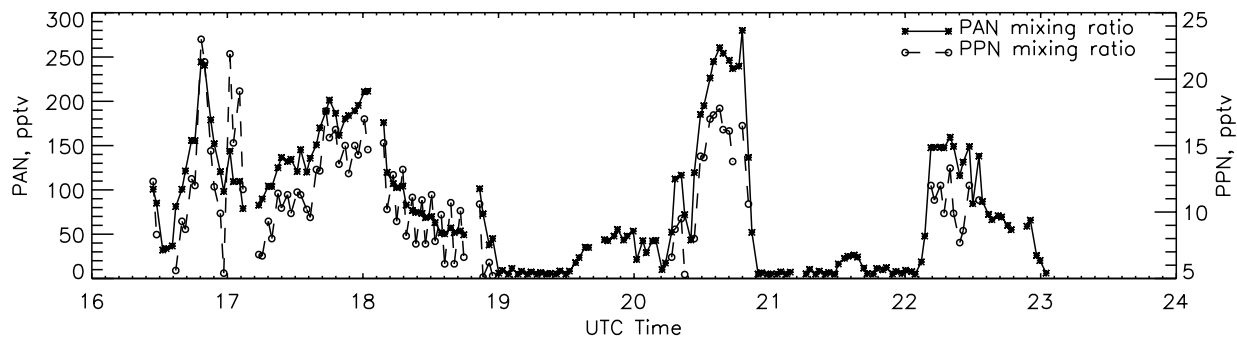
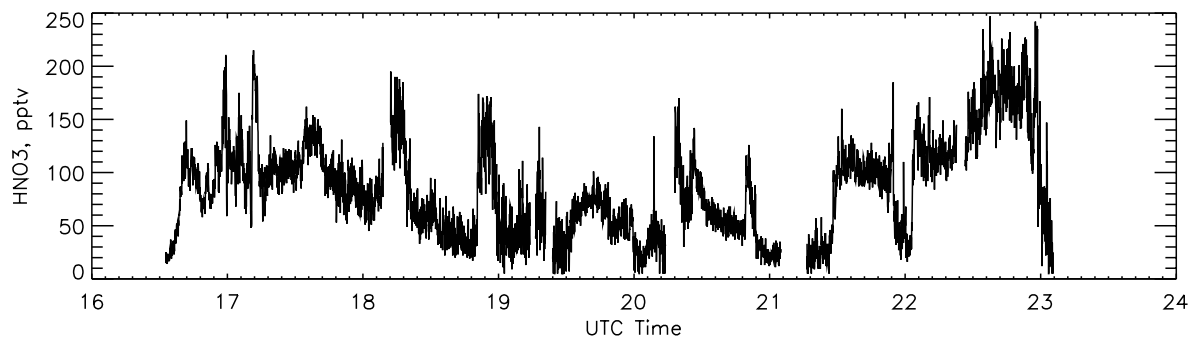
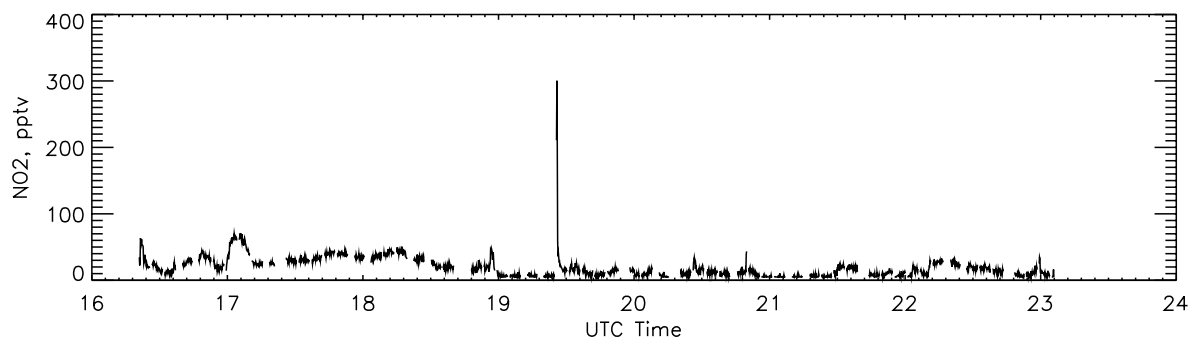
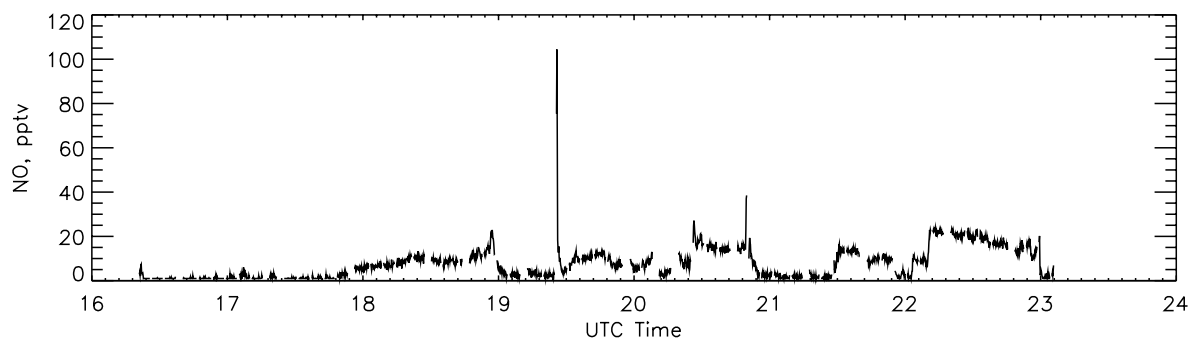




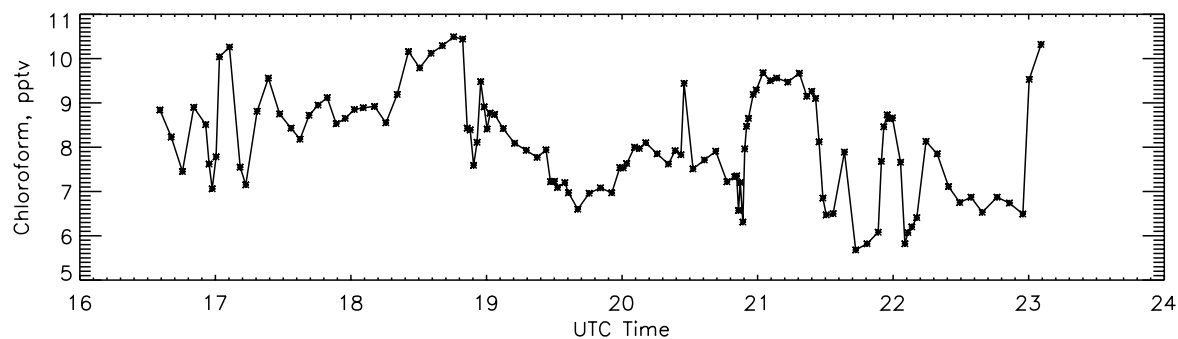
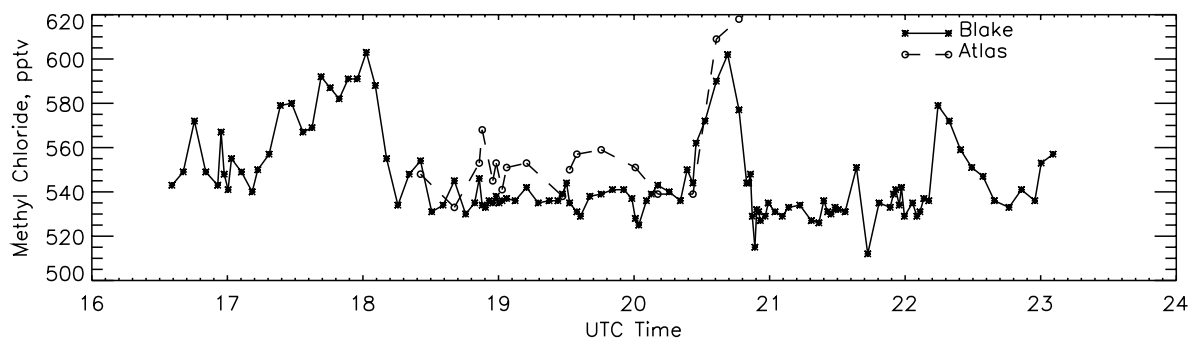
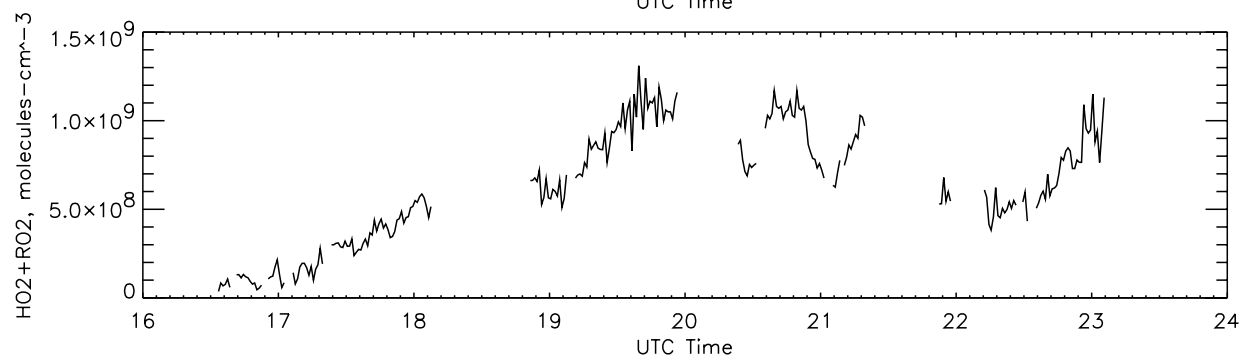
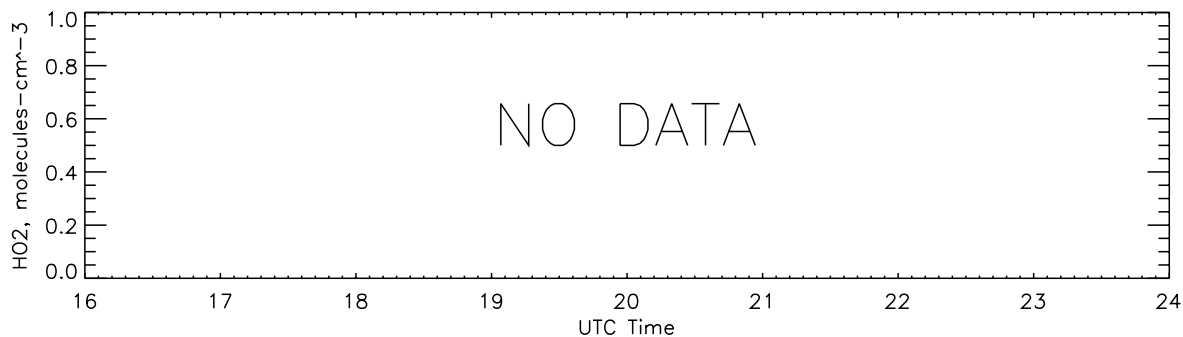
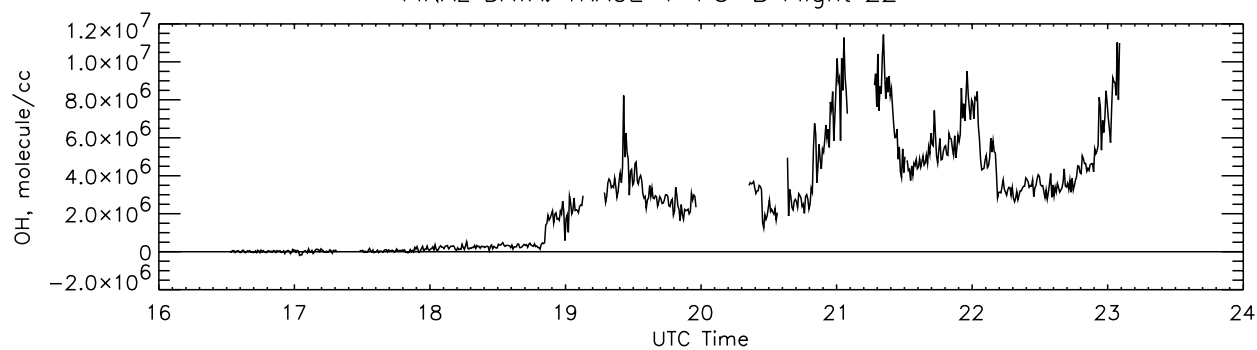
FINAL DATA: TRACE-P P3-B Flight 22



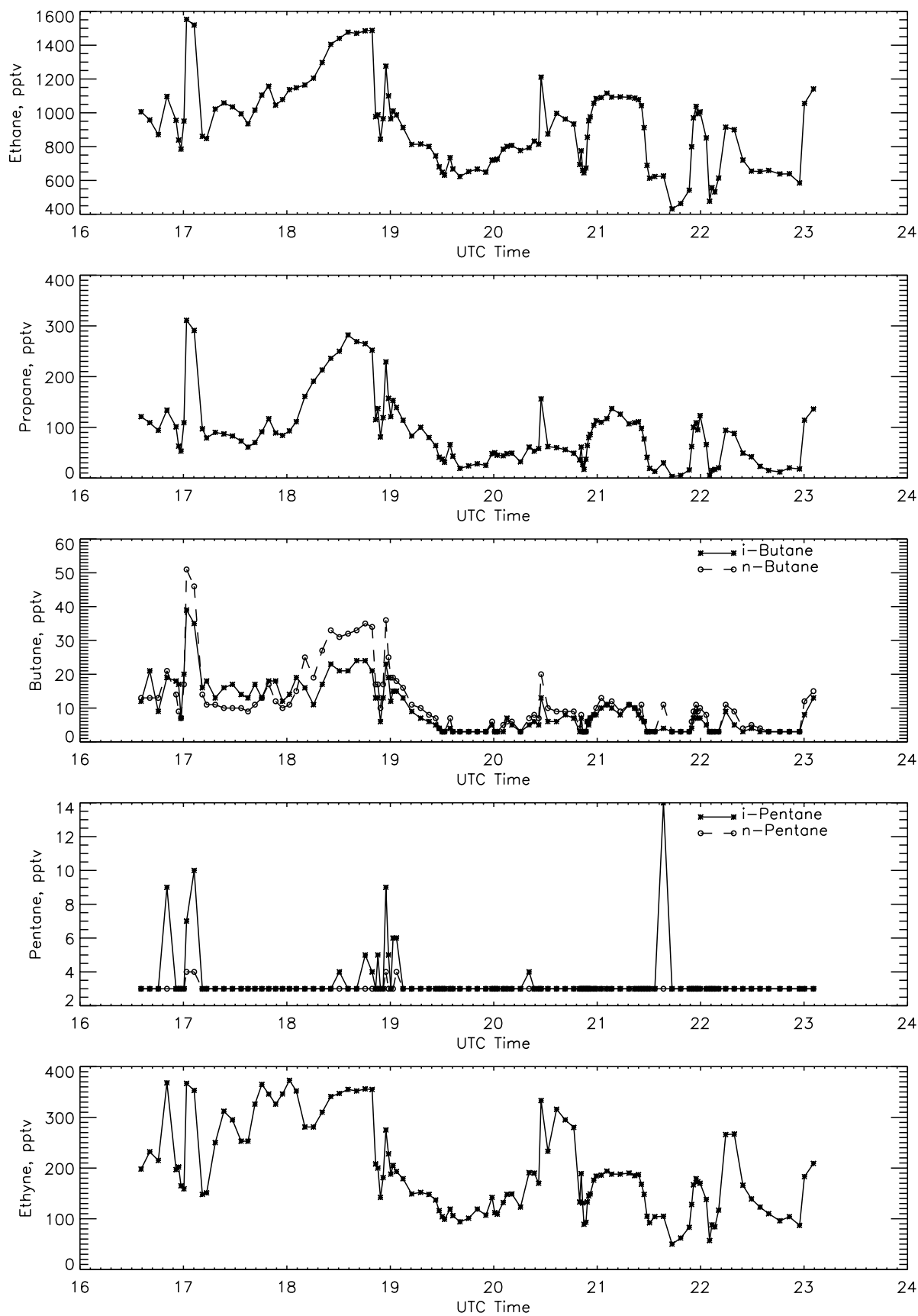
# FINAL DATA: TRACE-P P3-B Flight 22



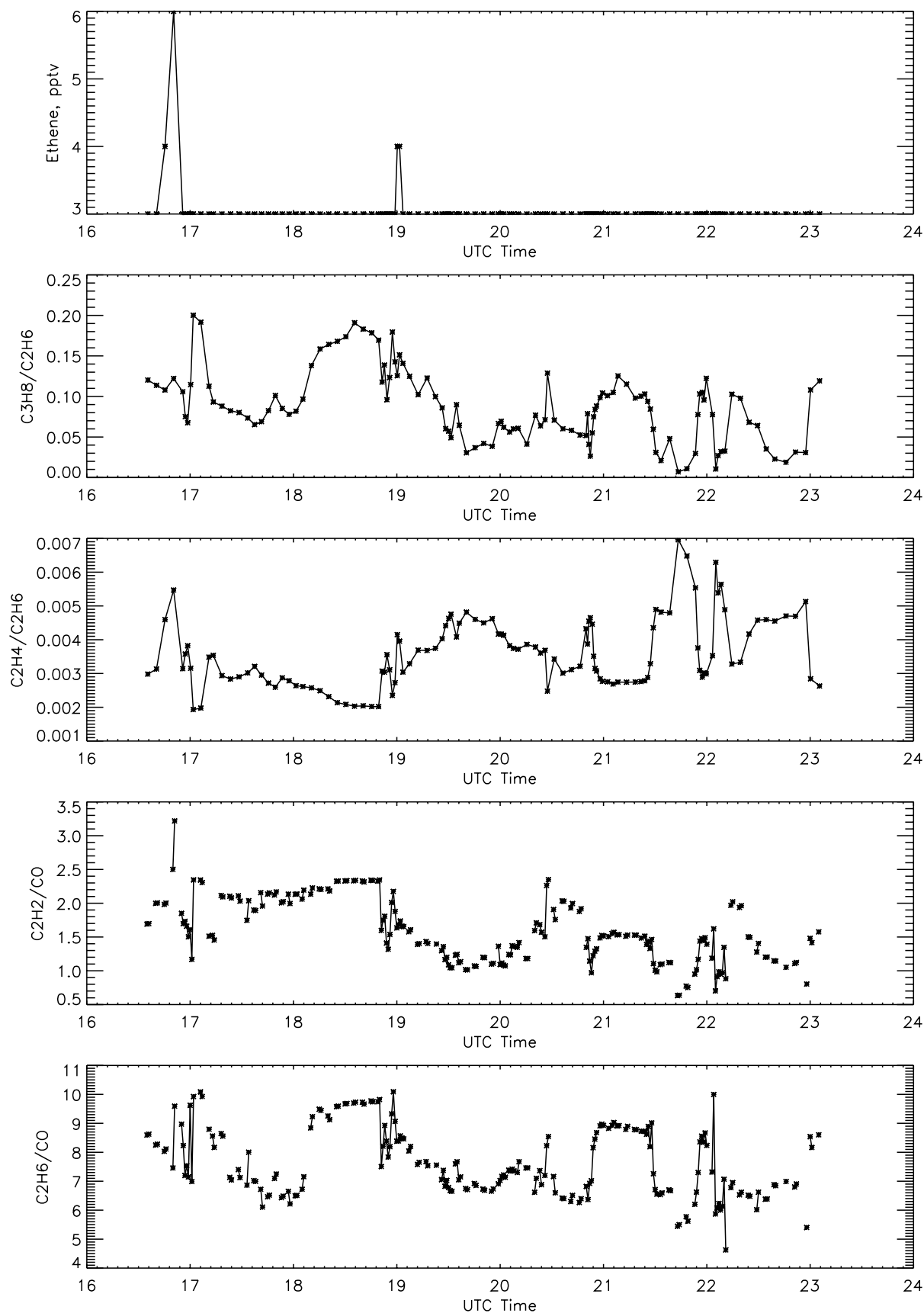
# FINAL DATA: TRACE-P P3-B Flight 22



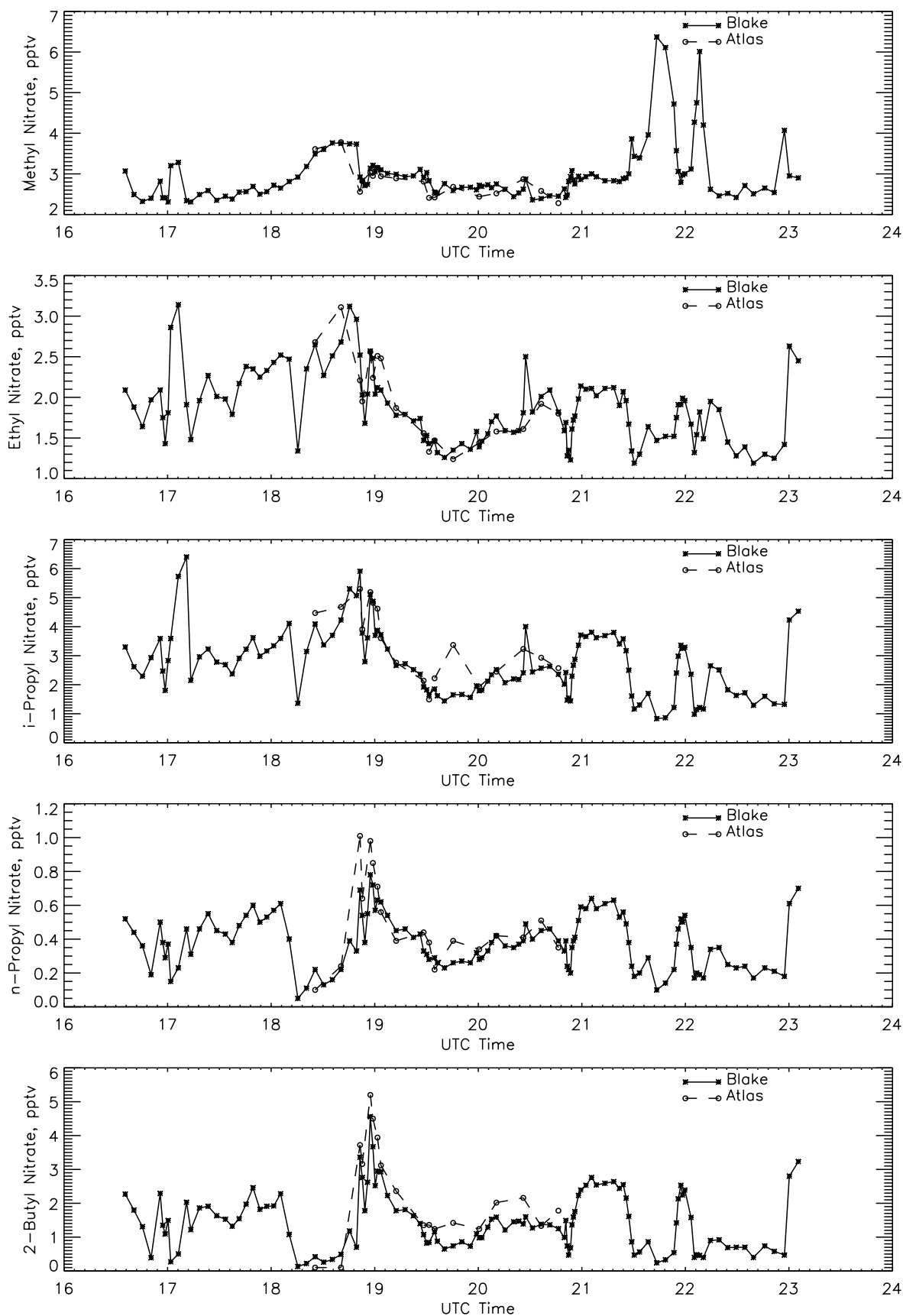
# FINAL DATA: TRACE-P P3-B Flight 22



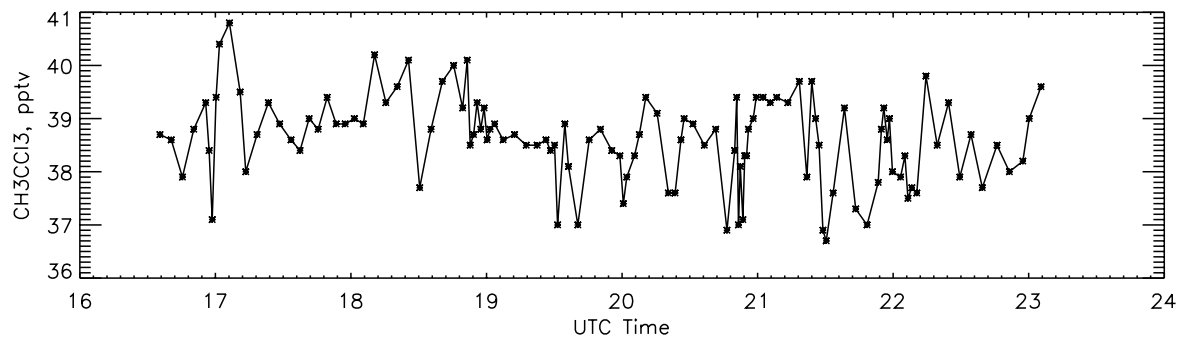
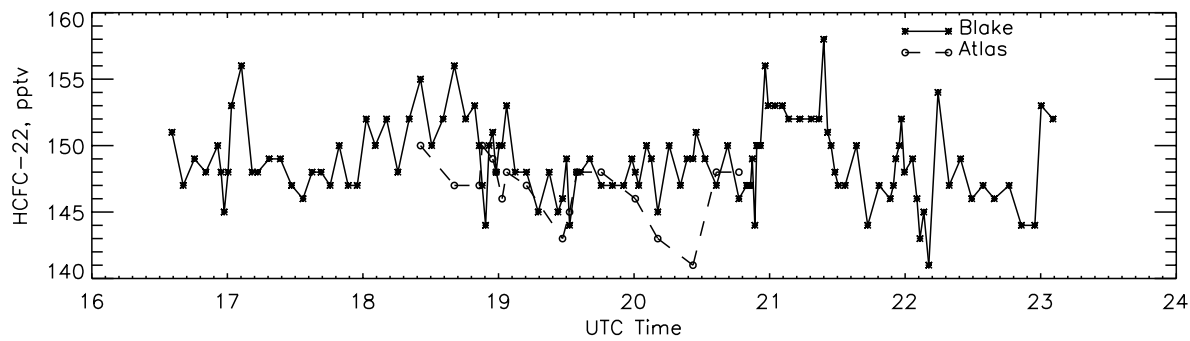
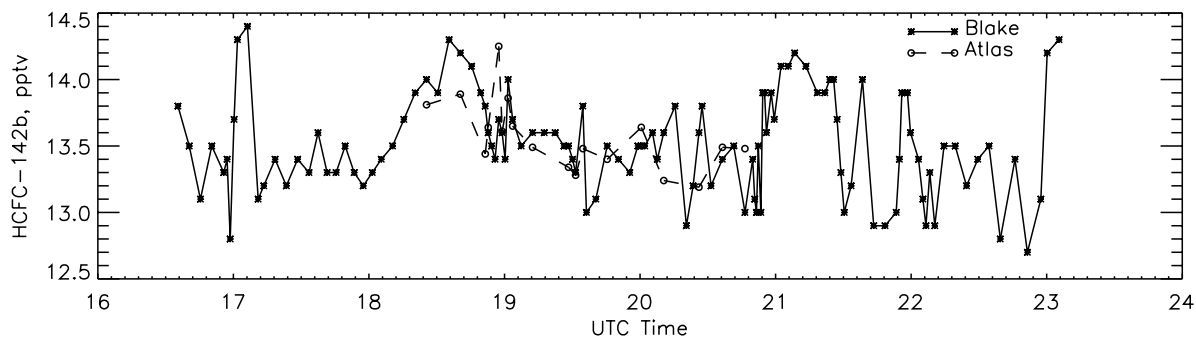
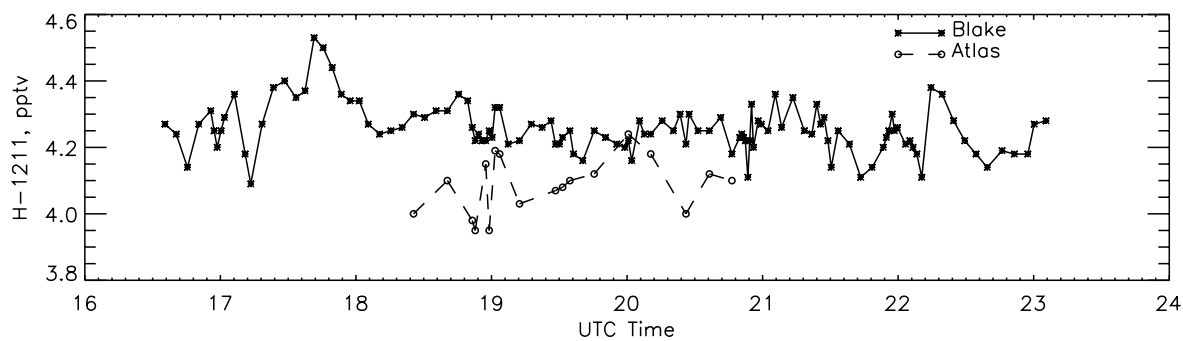
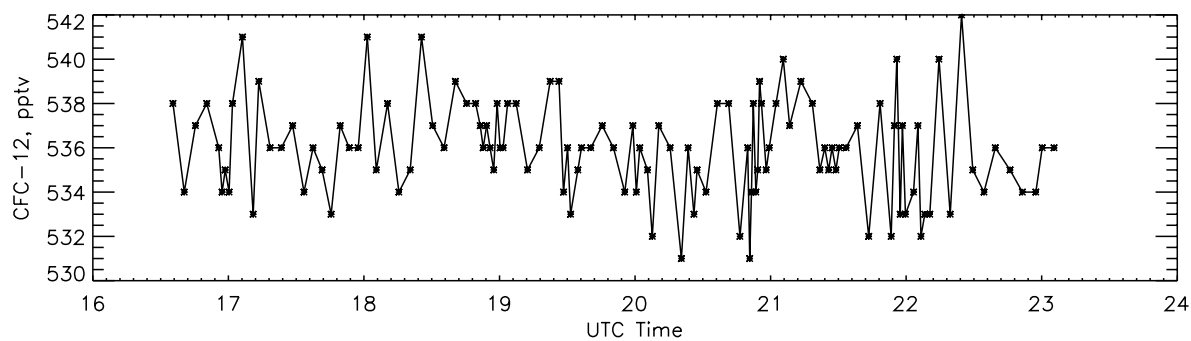
# FINAL DATA: TRACE-P P3-B Flight 22



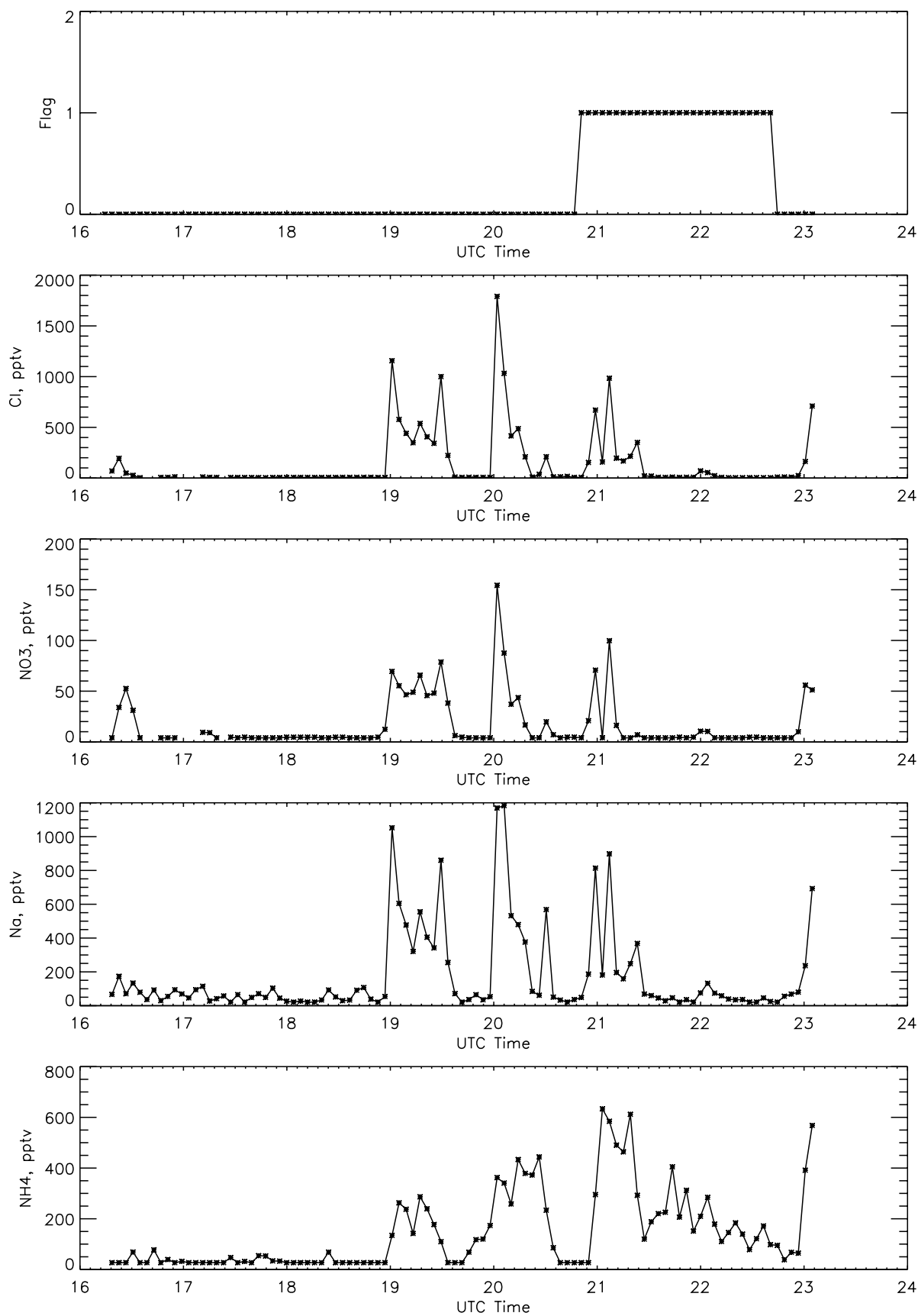
# FINAL DATA: TRACE-P P3-B Flight 22



# FINAL DATA: TRACE-P P3-B Flight 22

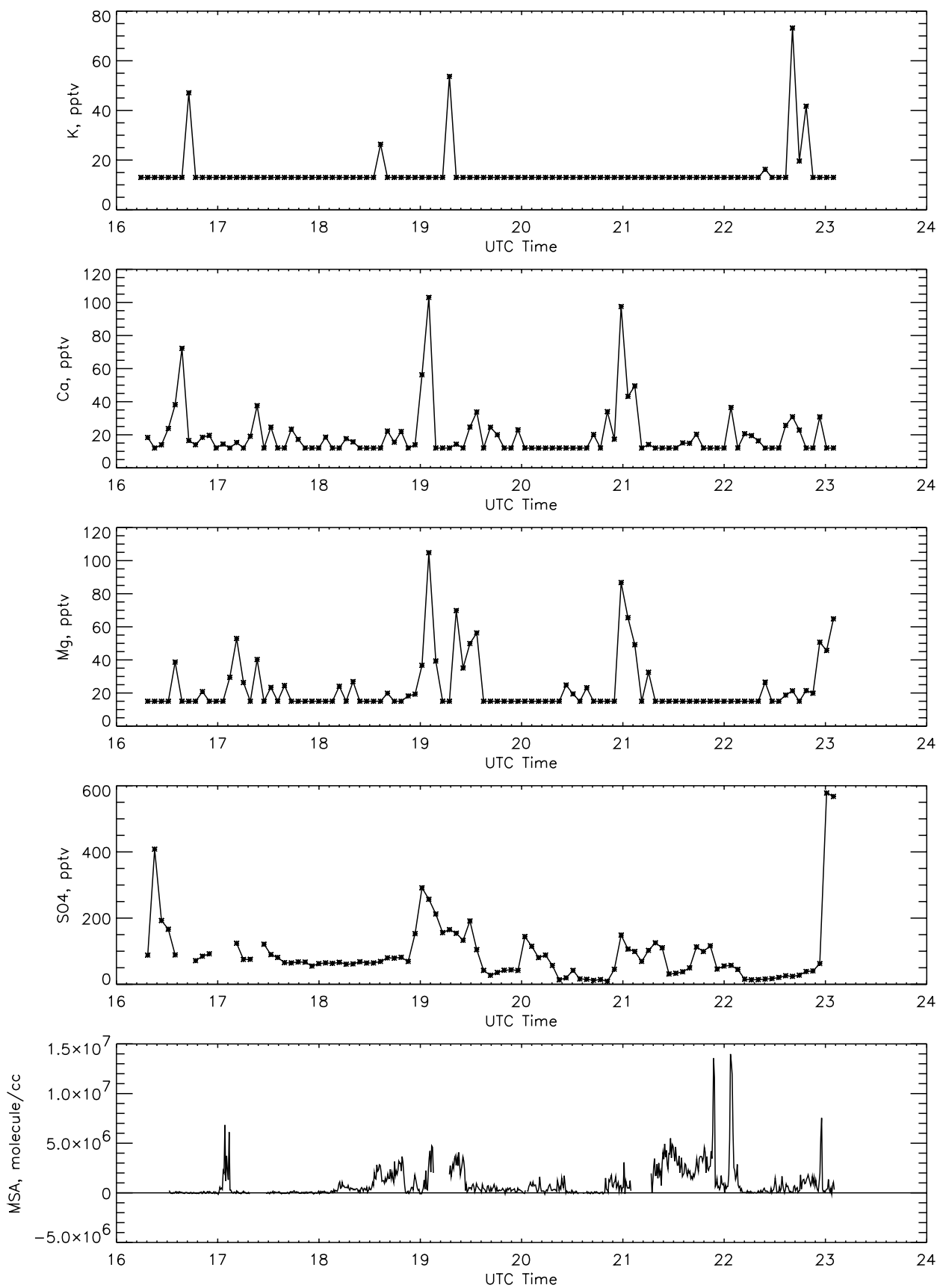


# FINAL DATA: TRACE-P P3-B Flight 22

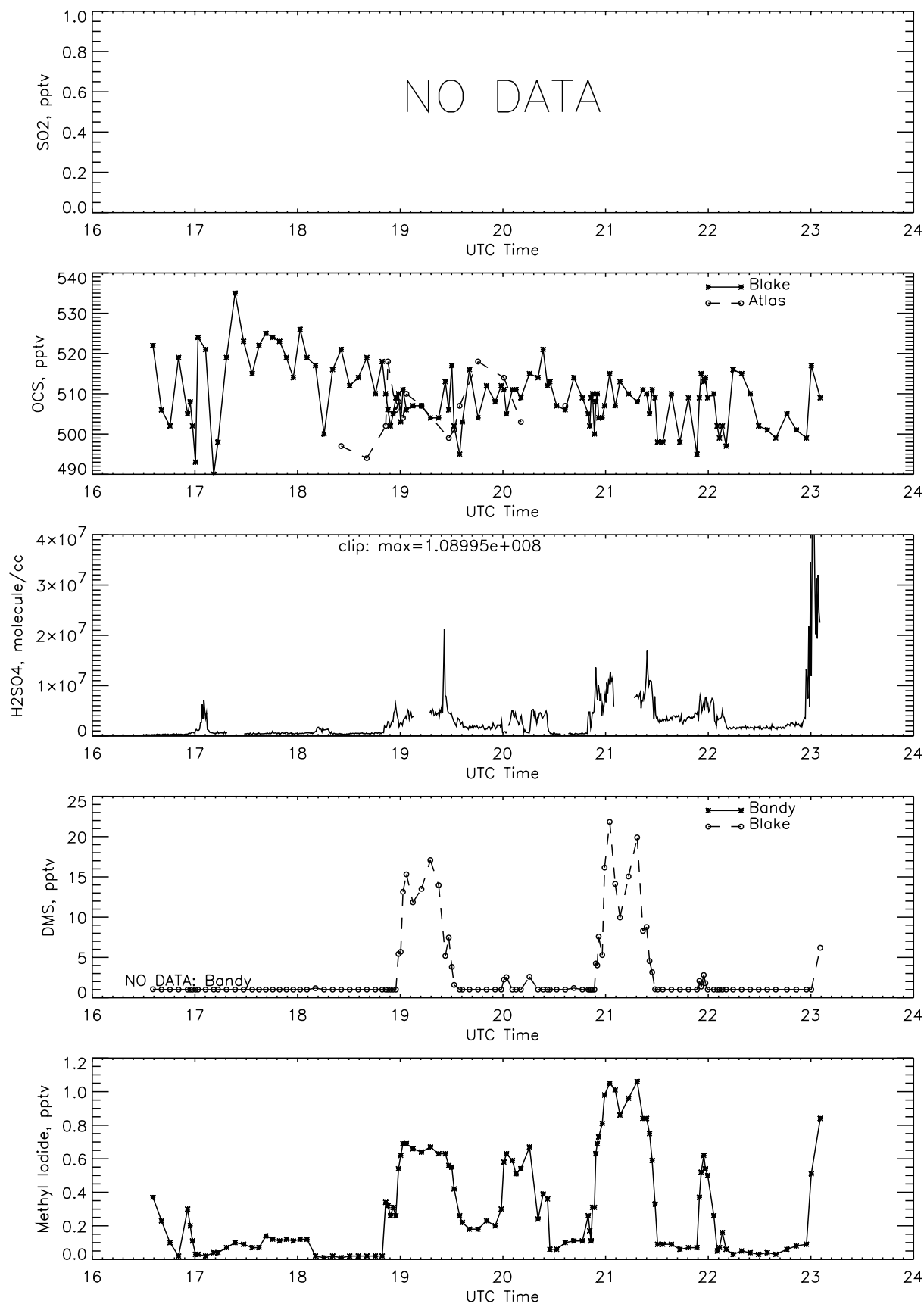




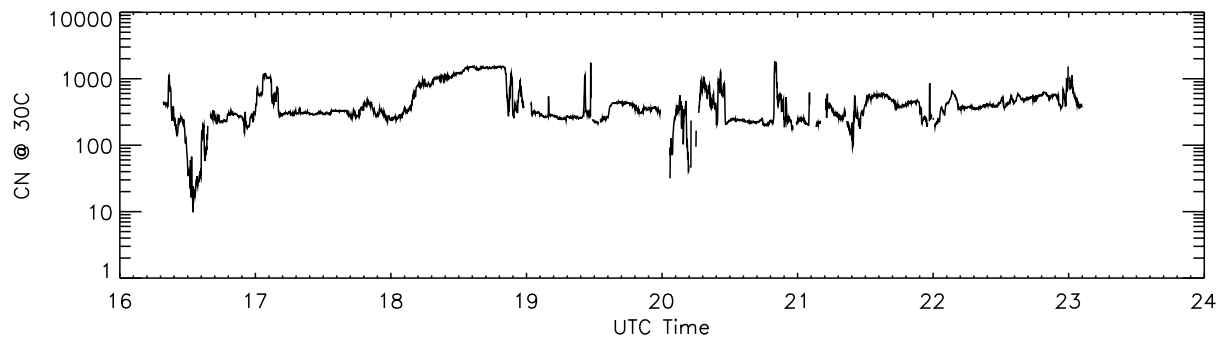
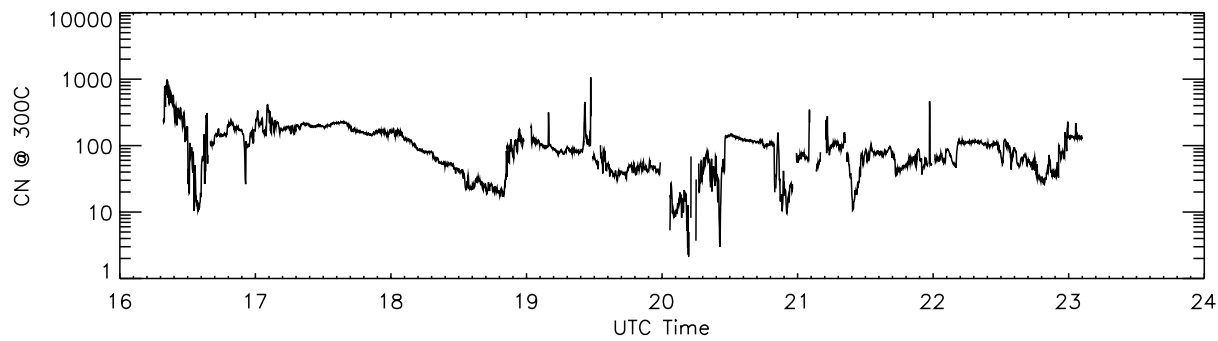
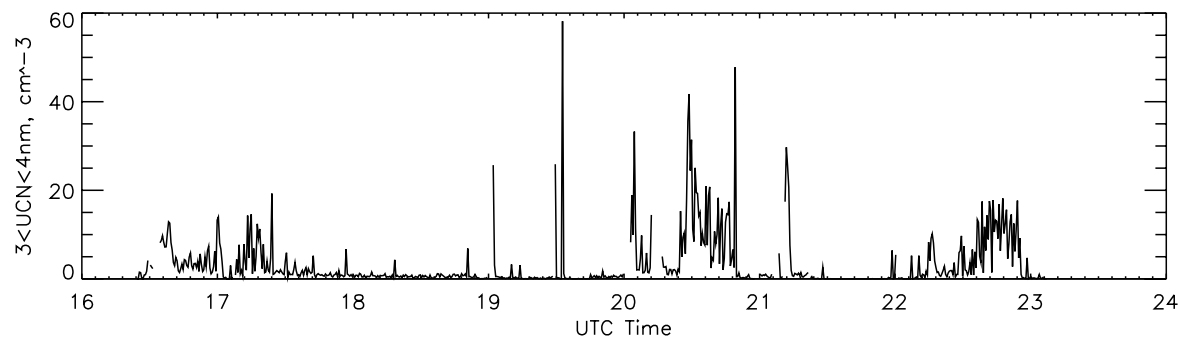
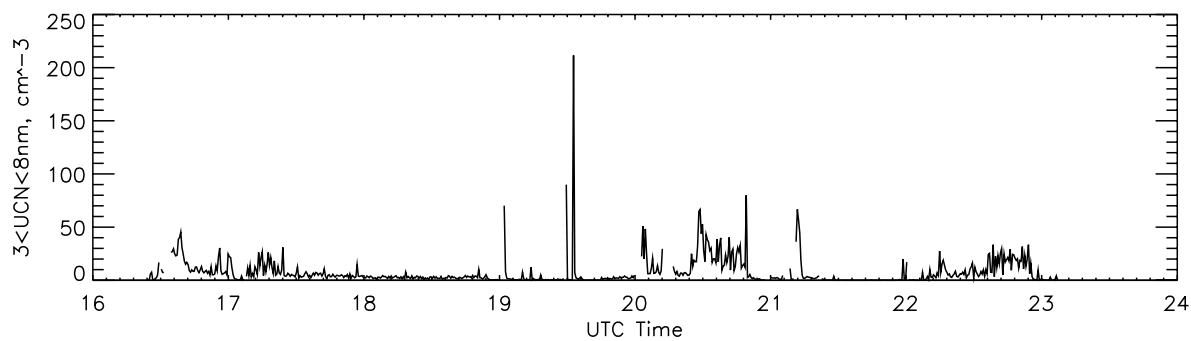
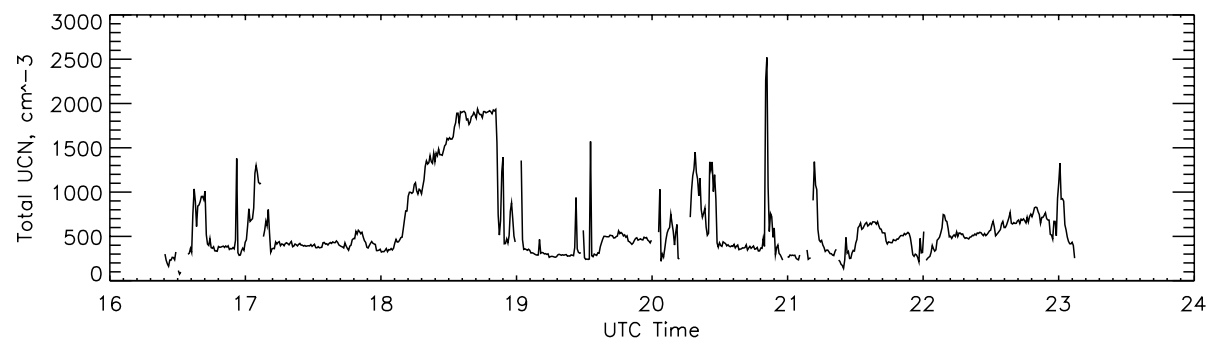
# FINAL DATA: TRACE-P P3-B Flight 22



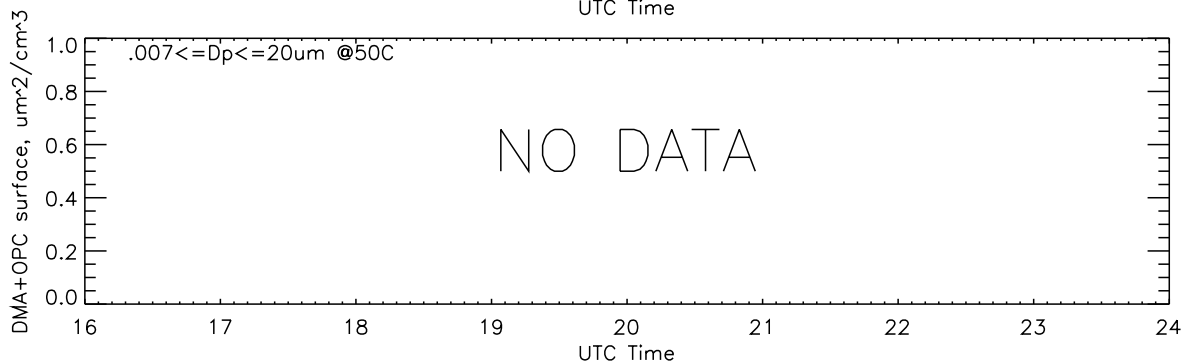
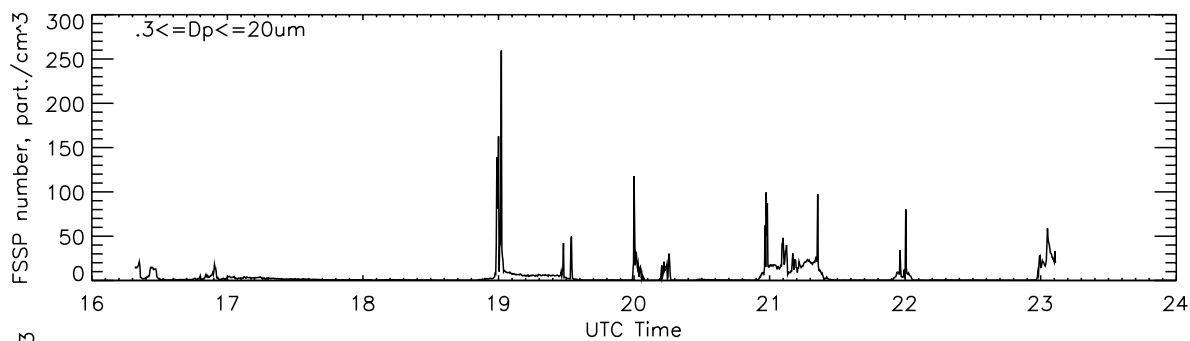
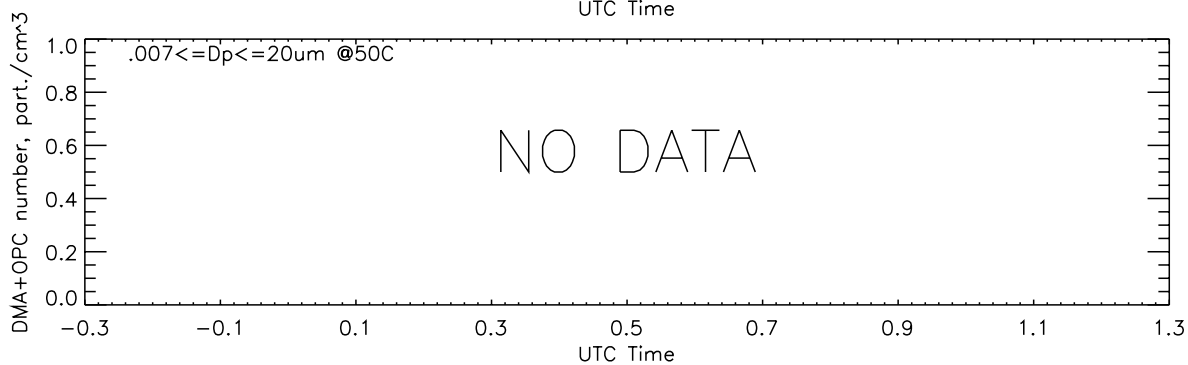
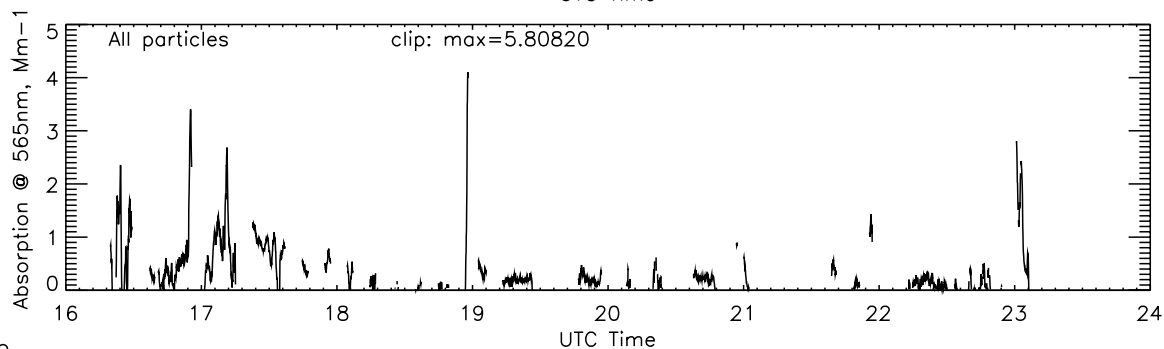
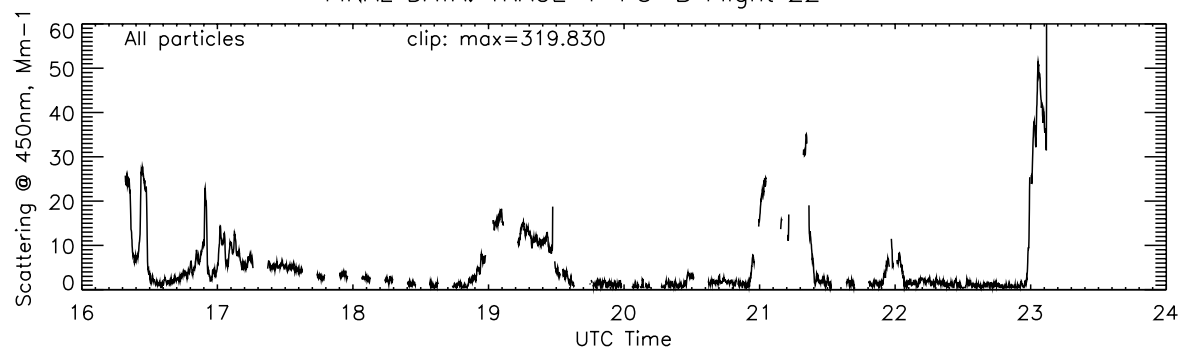
# FINAL DATA: TRACE-P P3-B Flight 22



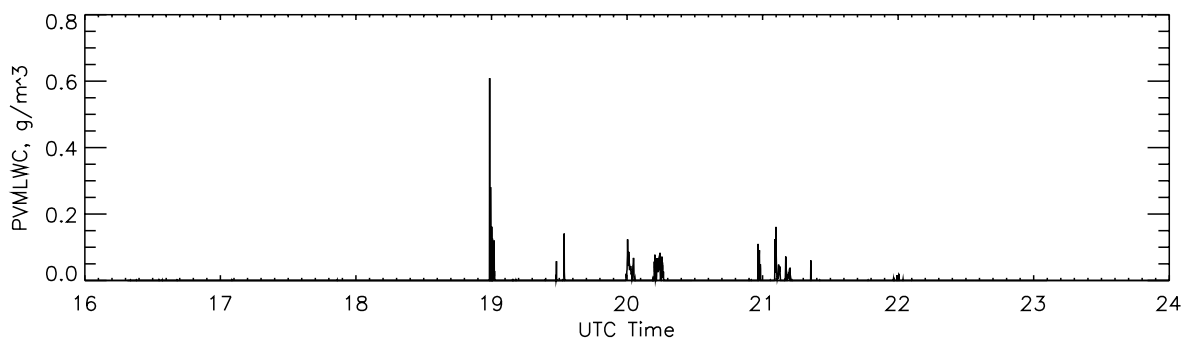
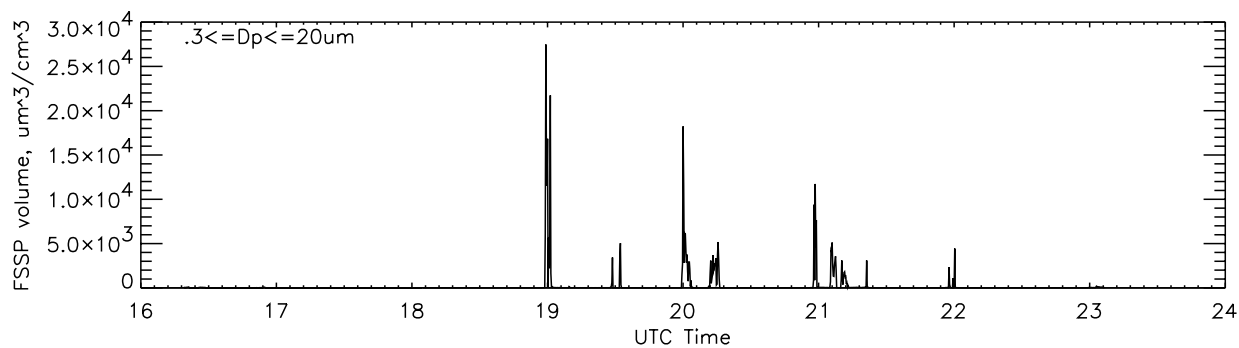
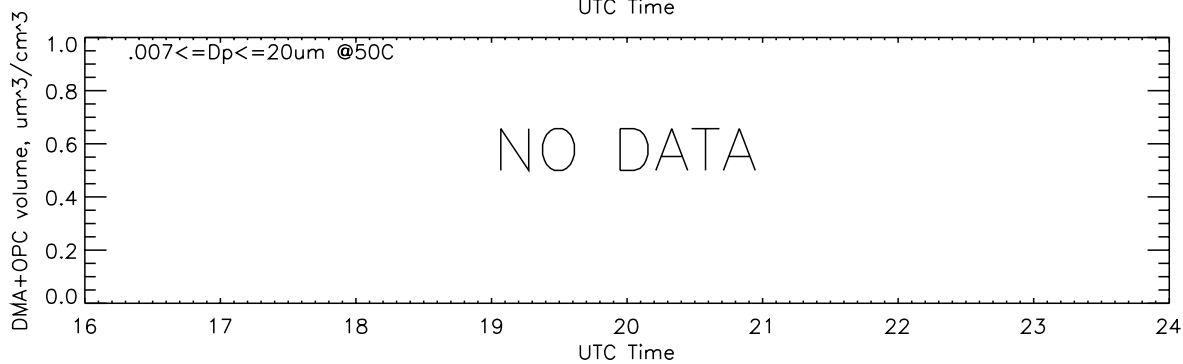
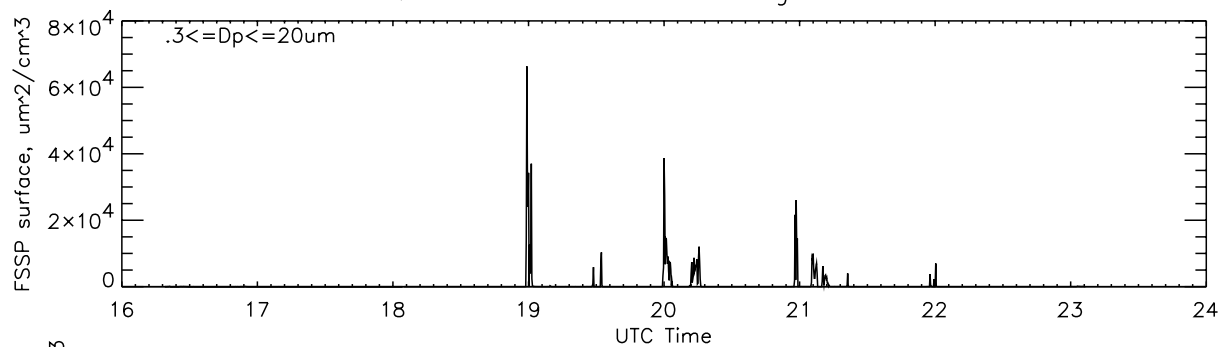
FINAL DATA: TRACE-P P3-B Flight 22



# FINAL DATA: TRACE-P P3-B Flight 22

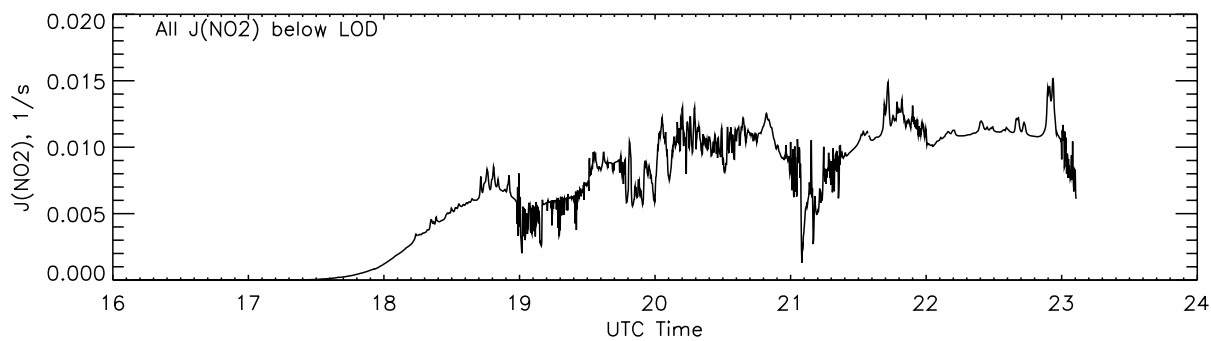
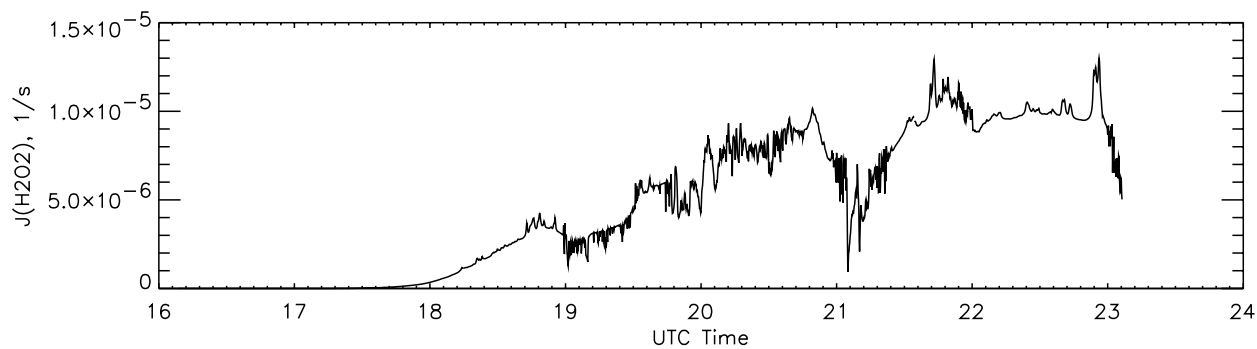
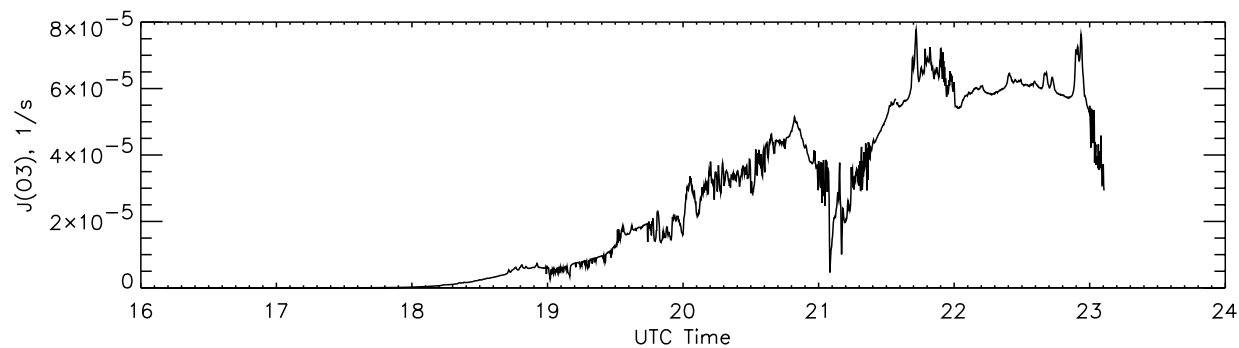
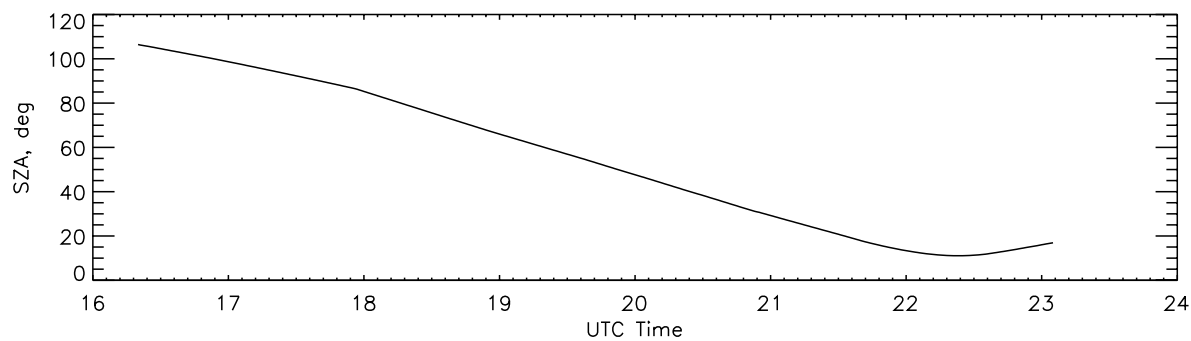
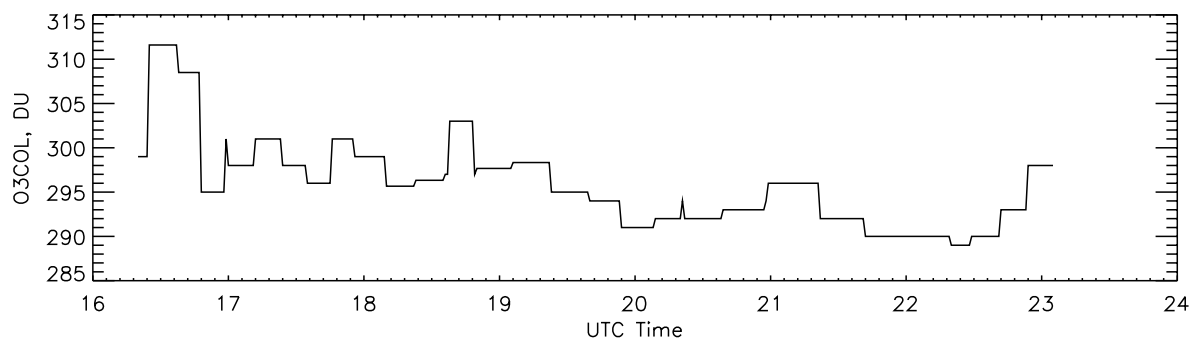


# FINAL DATA: TRACE-P P3-B Flight 22

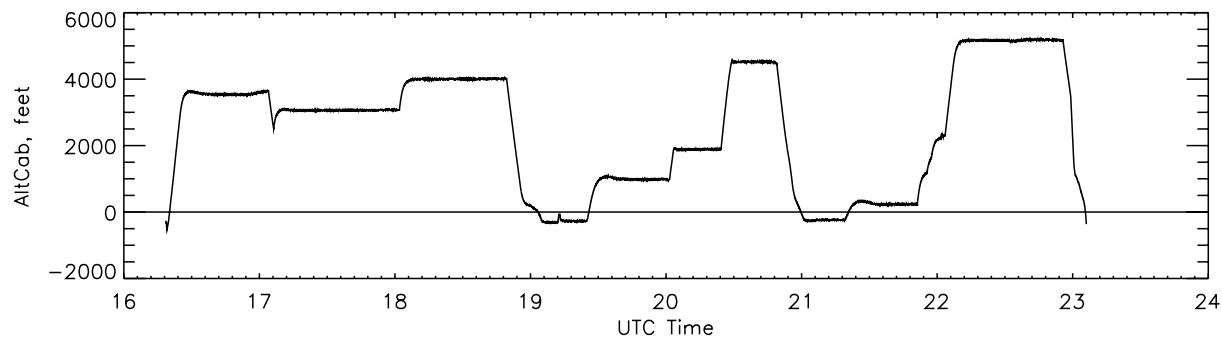
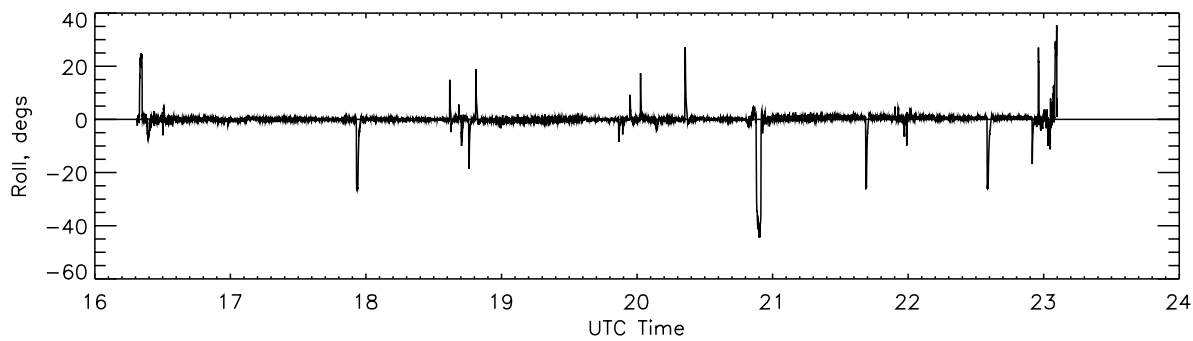
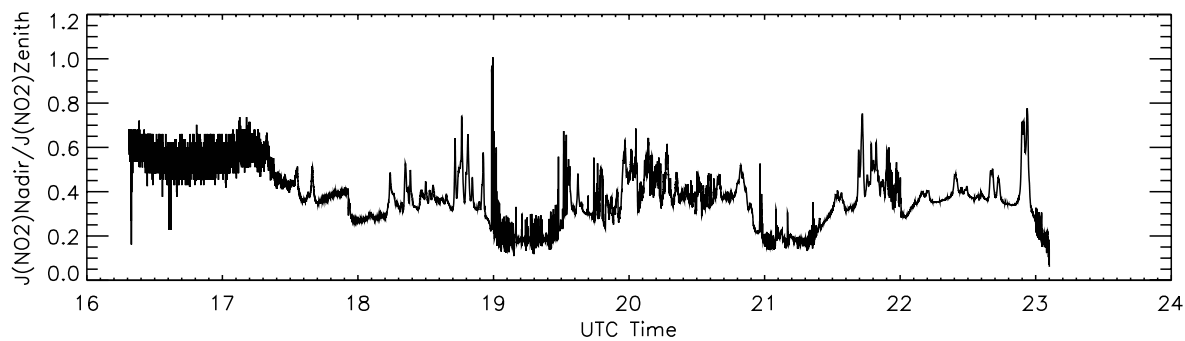
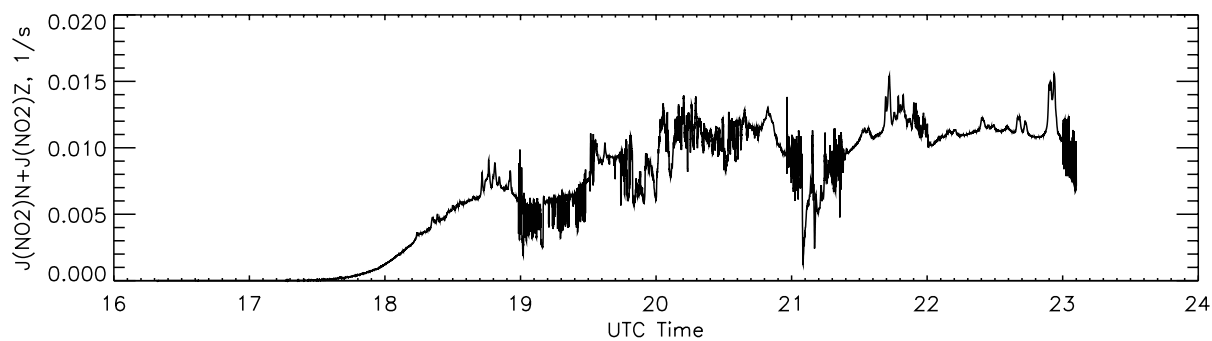


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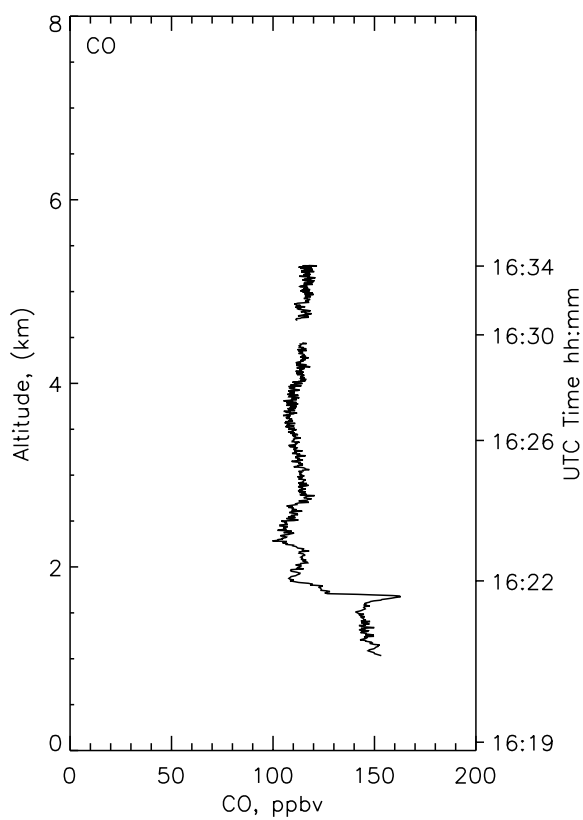
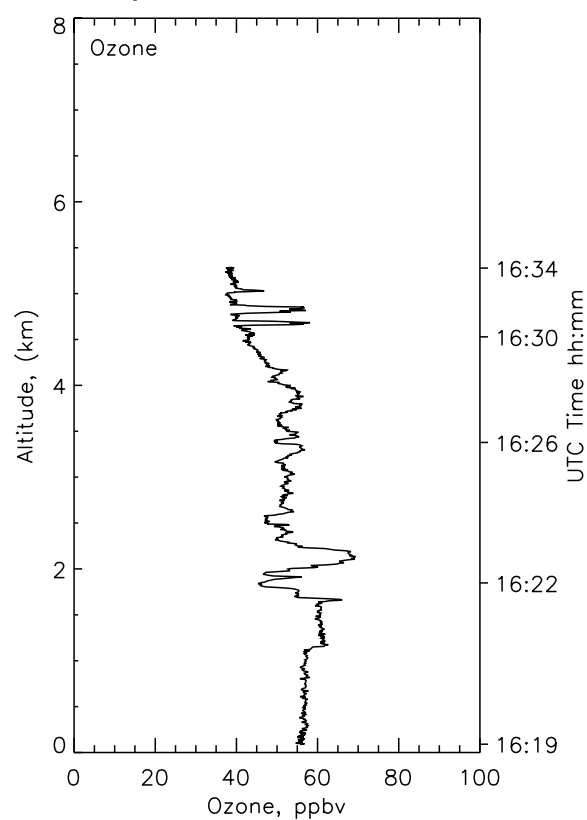
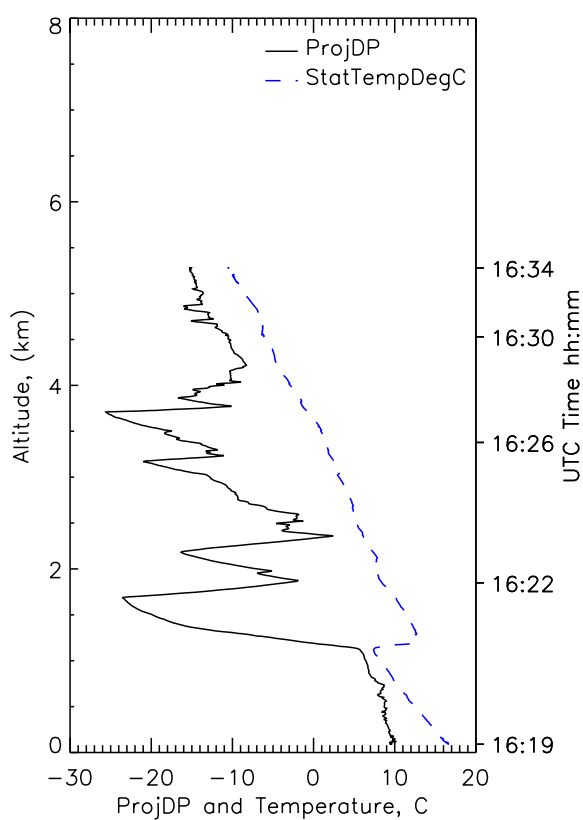
# FINAL DATA: TRACE-P P3-B Flight 22



# FINAL DATA: TRACE-P P3-B Flight 22

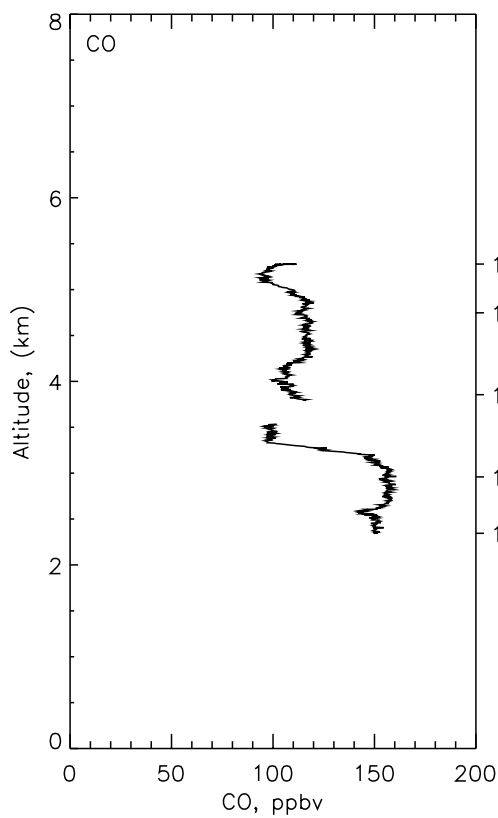
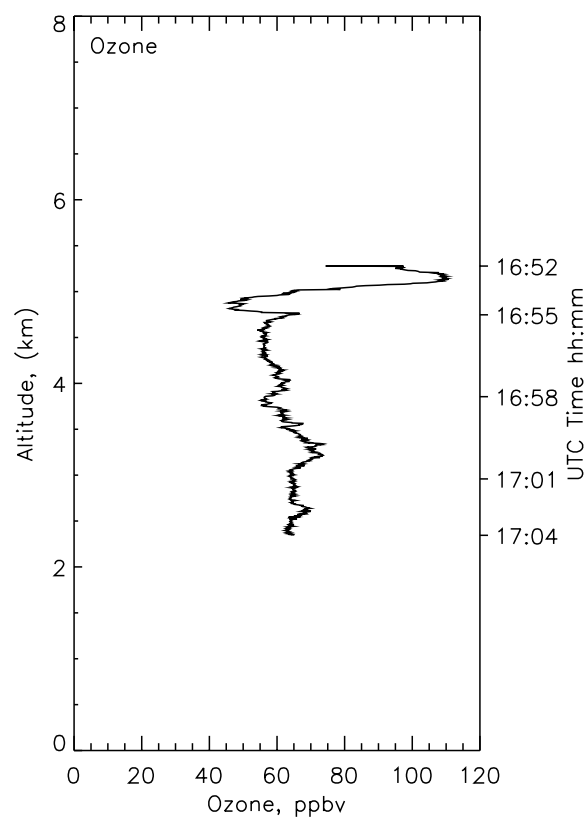
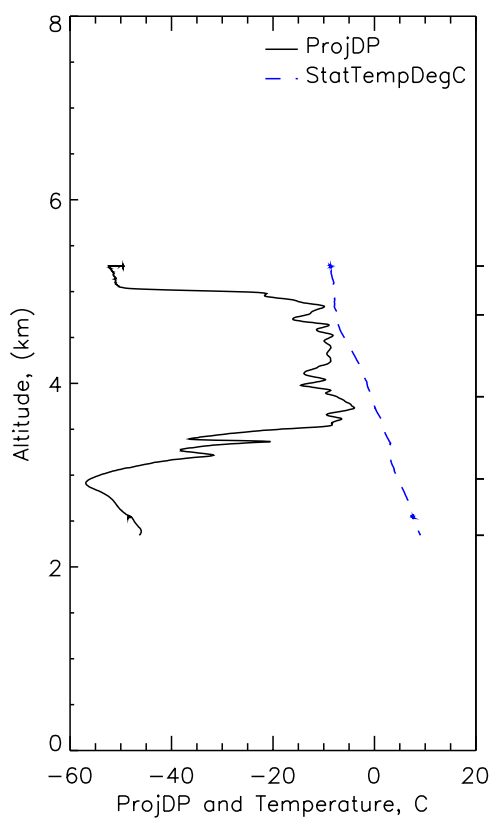


Profile # 1 TRACE-P P3-B Flight 22

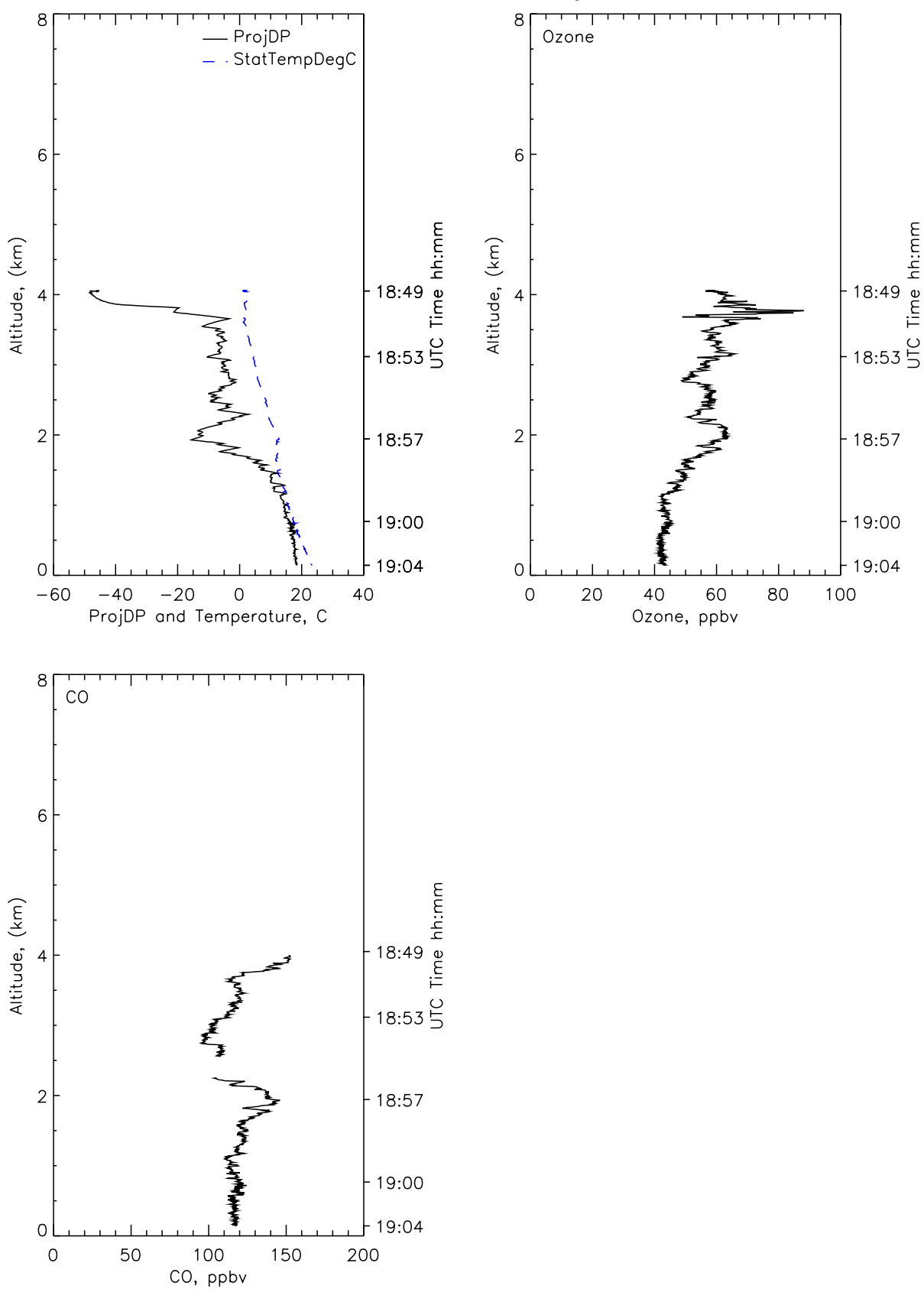




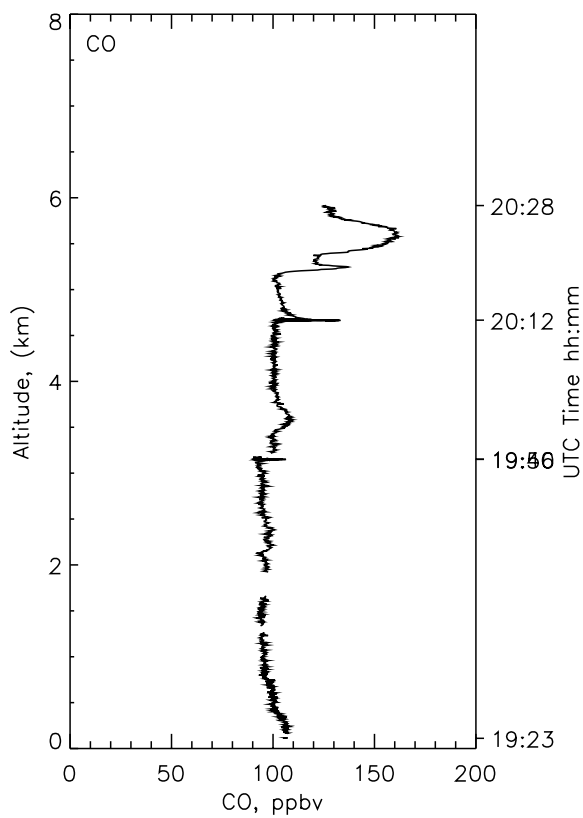
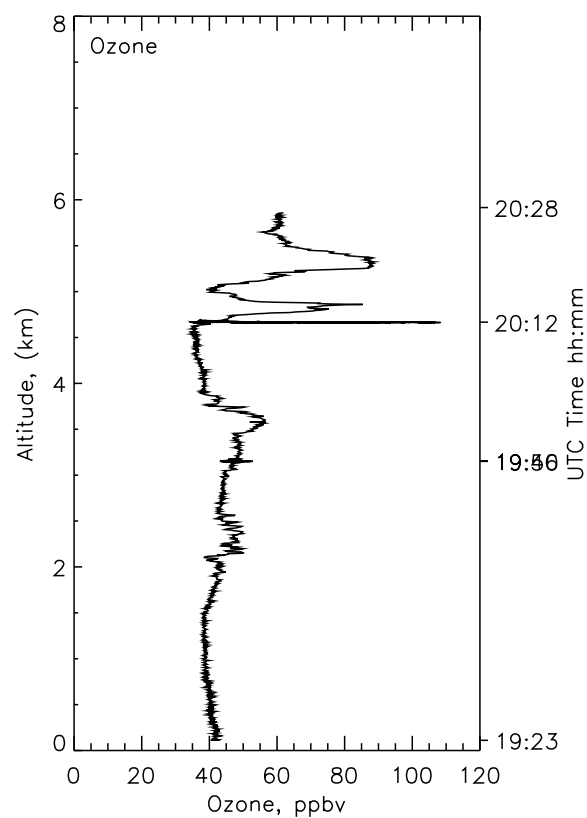
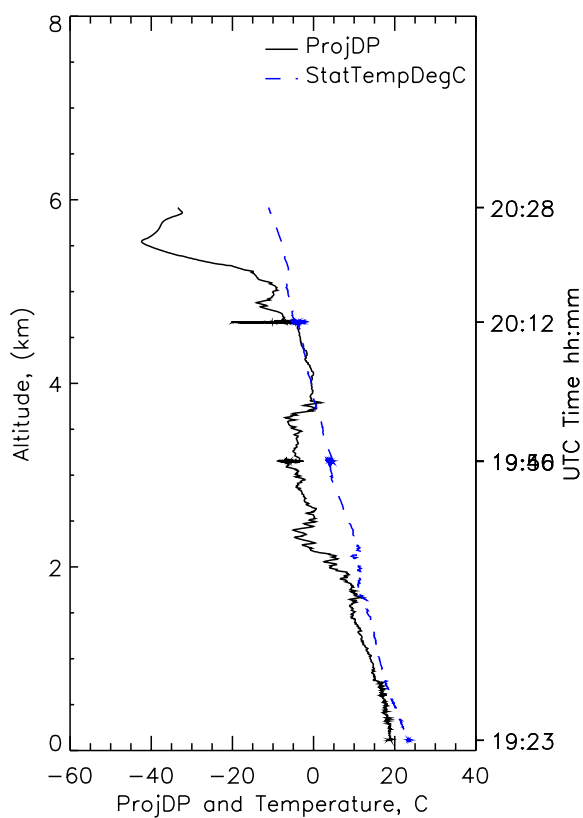
# Profile # 2 TRACE-P P3-B Flight 22



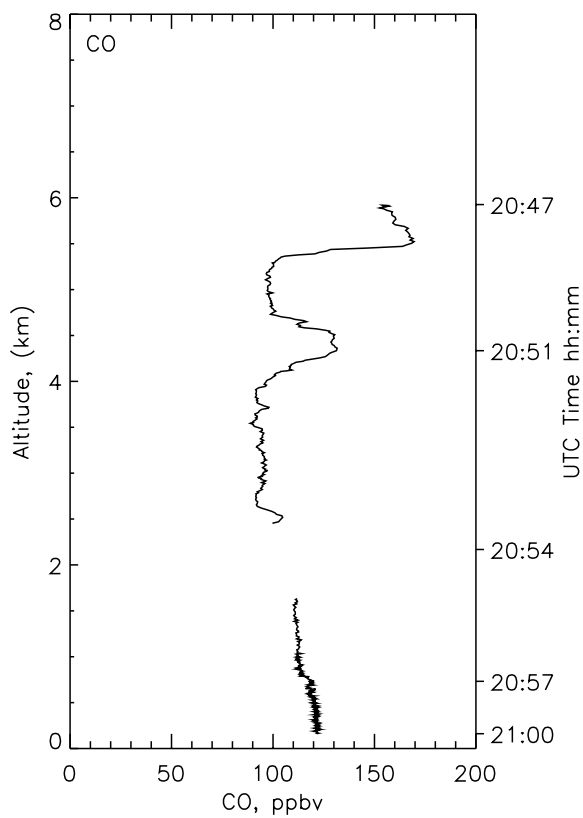
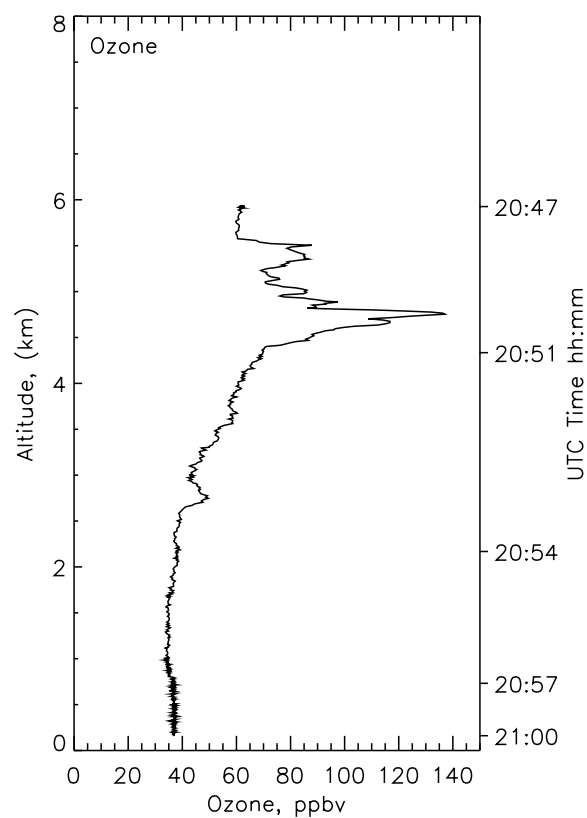
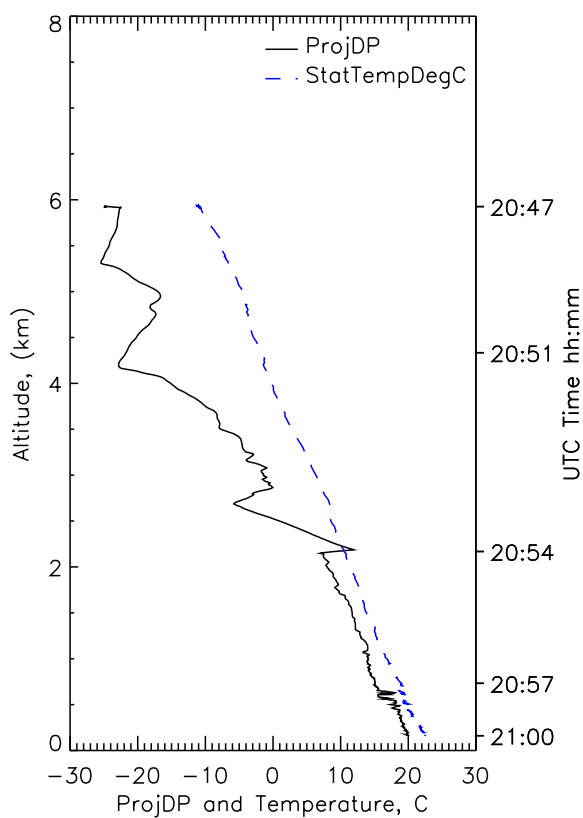
# Profile # 3 TRACE-P P3-B Flight 22



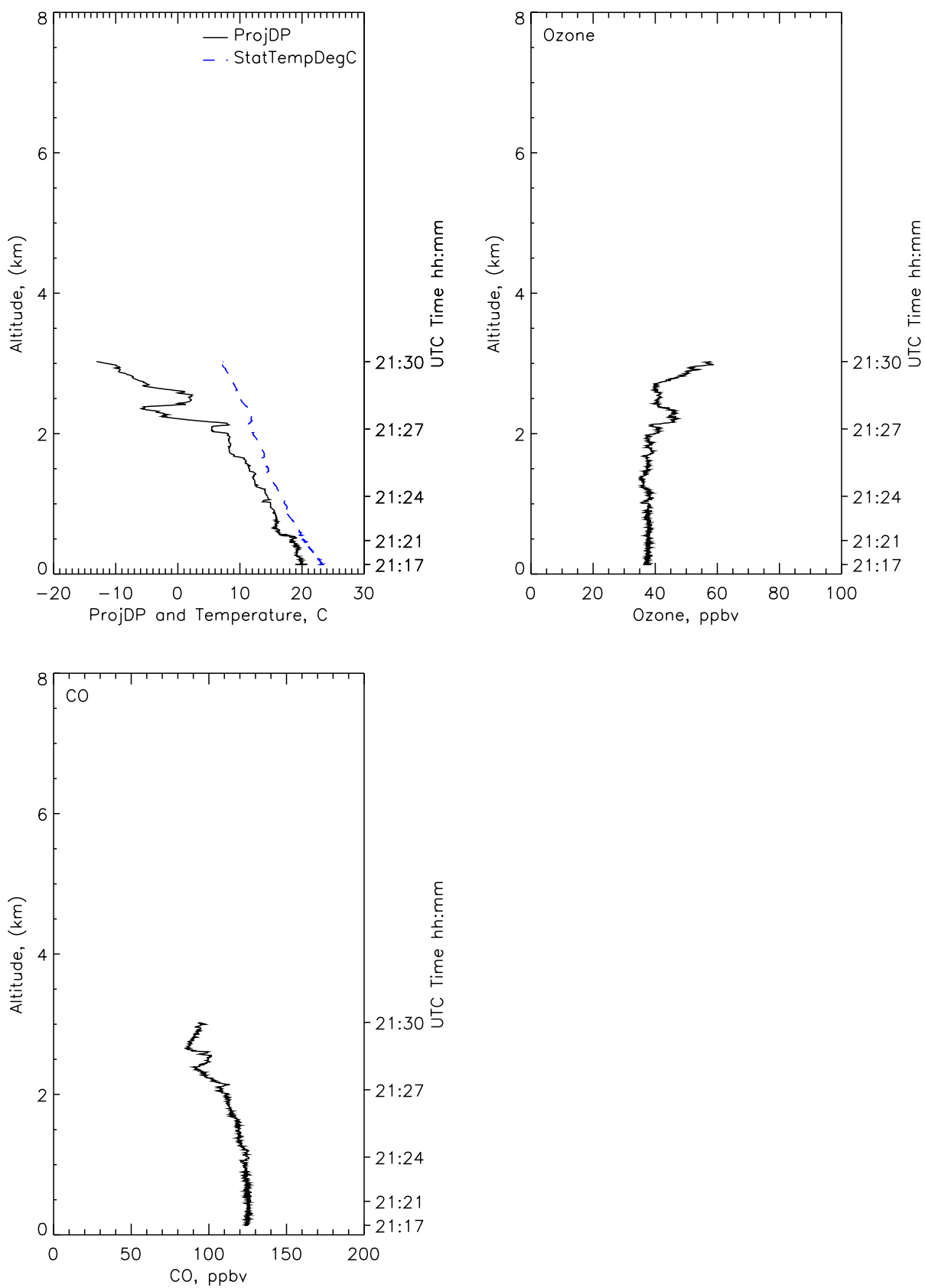
# Profile # 4 TRACE-P P3-B Flight 22



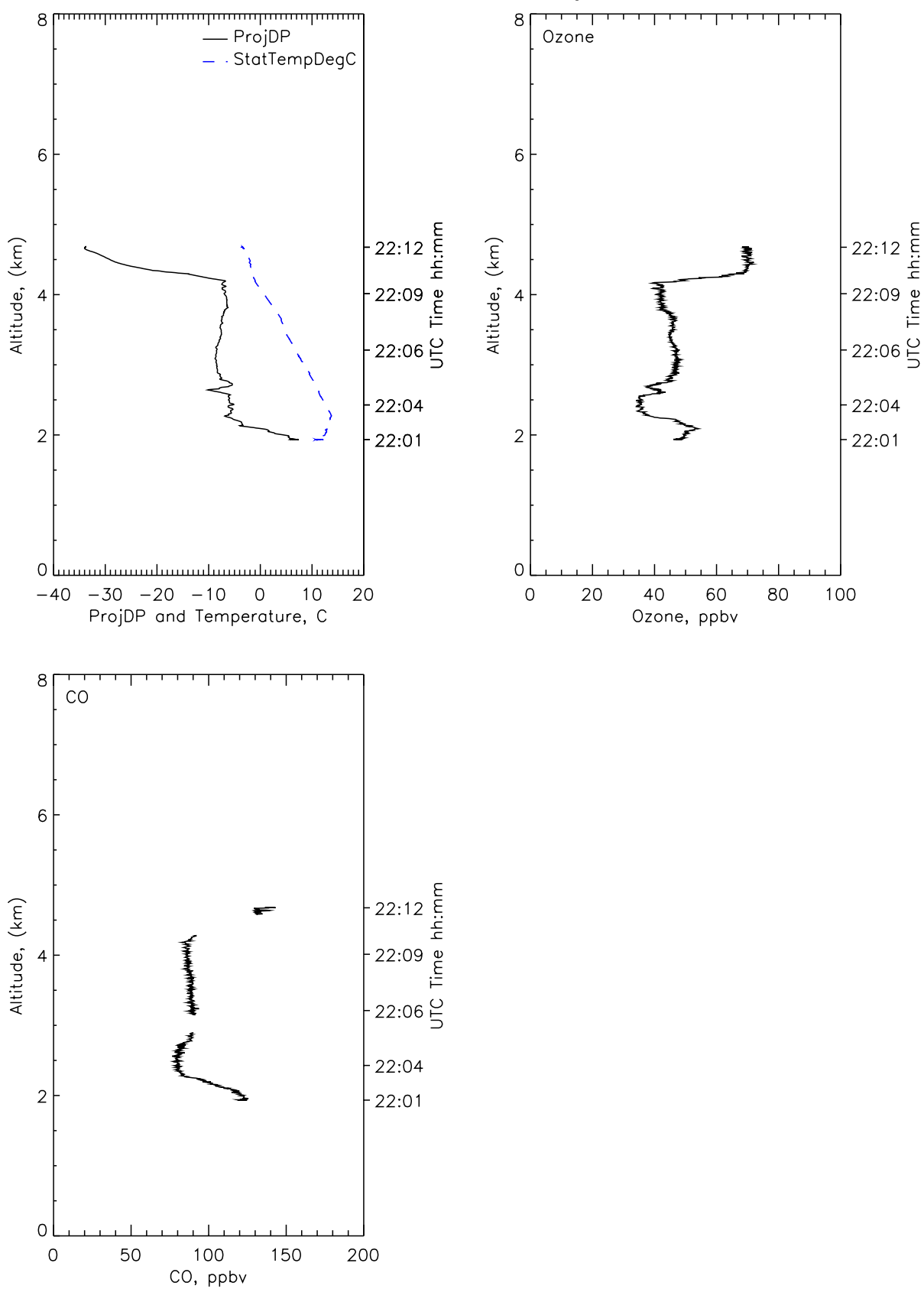
# Profile # 5 TRACE-P P3-B Flight 22



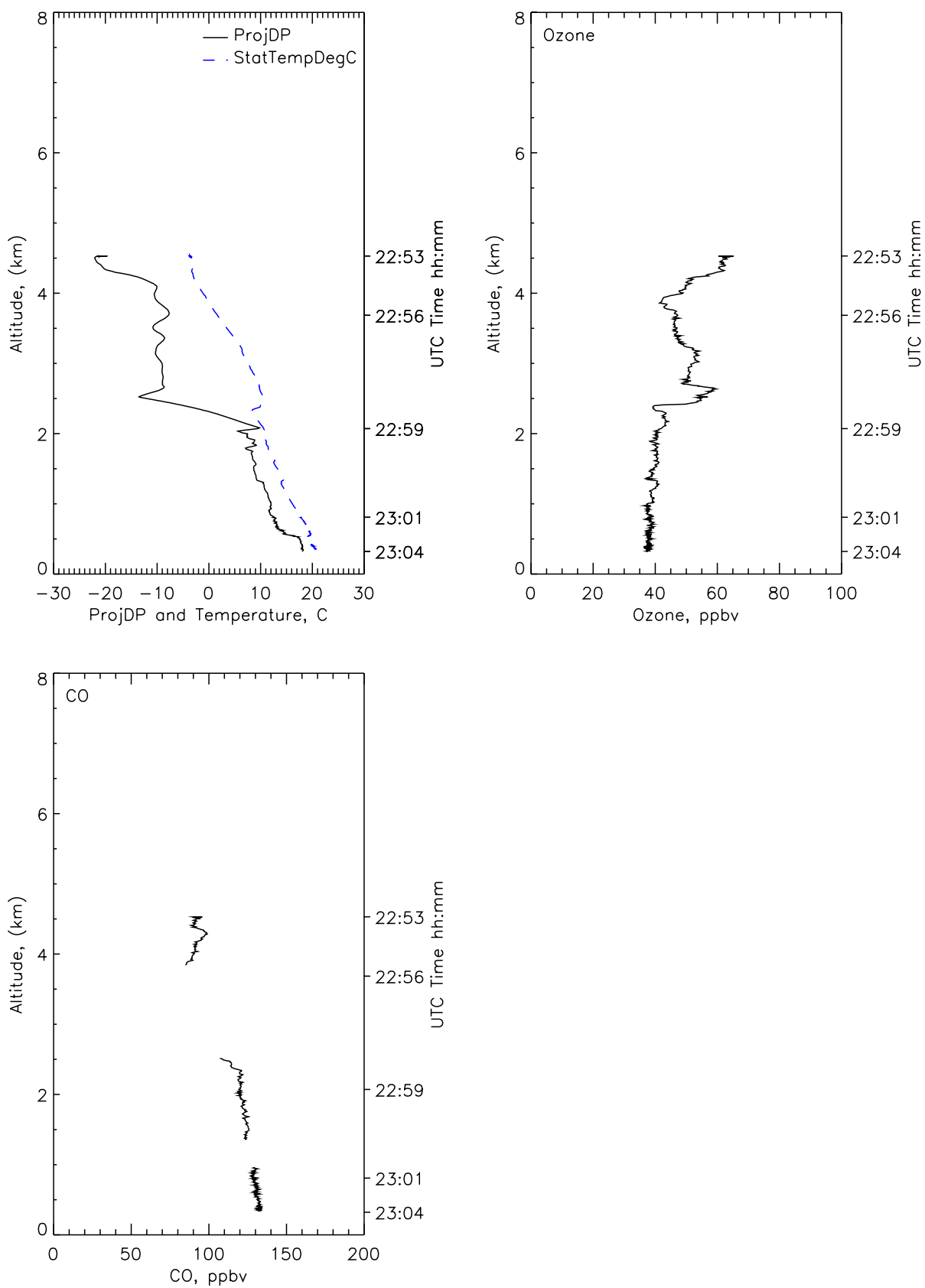
Profile # 6 TRACE-P P3-B Flight 22



# Profile # 7 TRACE-P P3-B Flight 22



# Profile # 8 TRACE-P P3-B Flight 22



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 23P

Transit: Kona, HI to NASA-DFRC

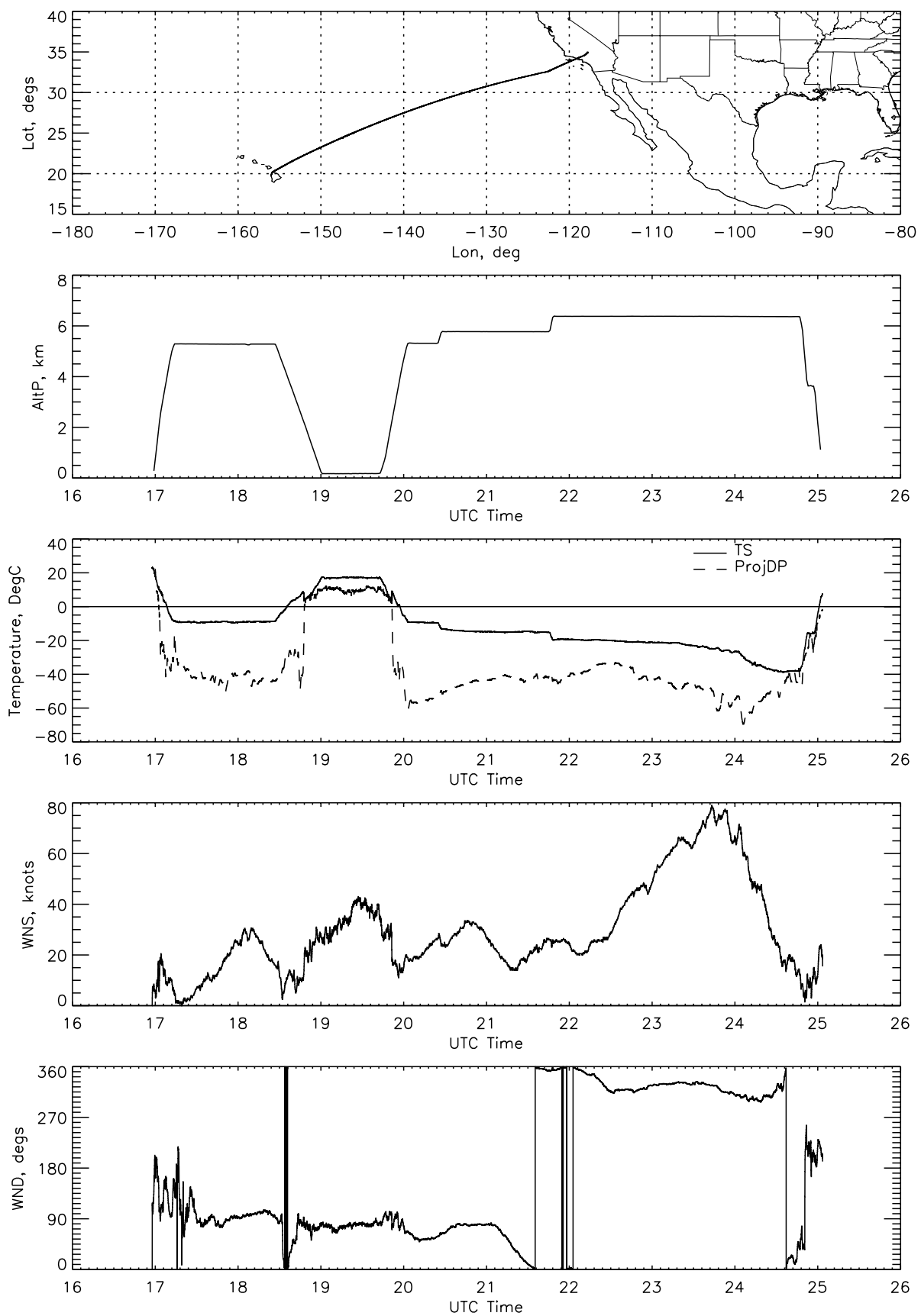
Aircraft Intercomparison

April 9, 2001

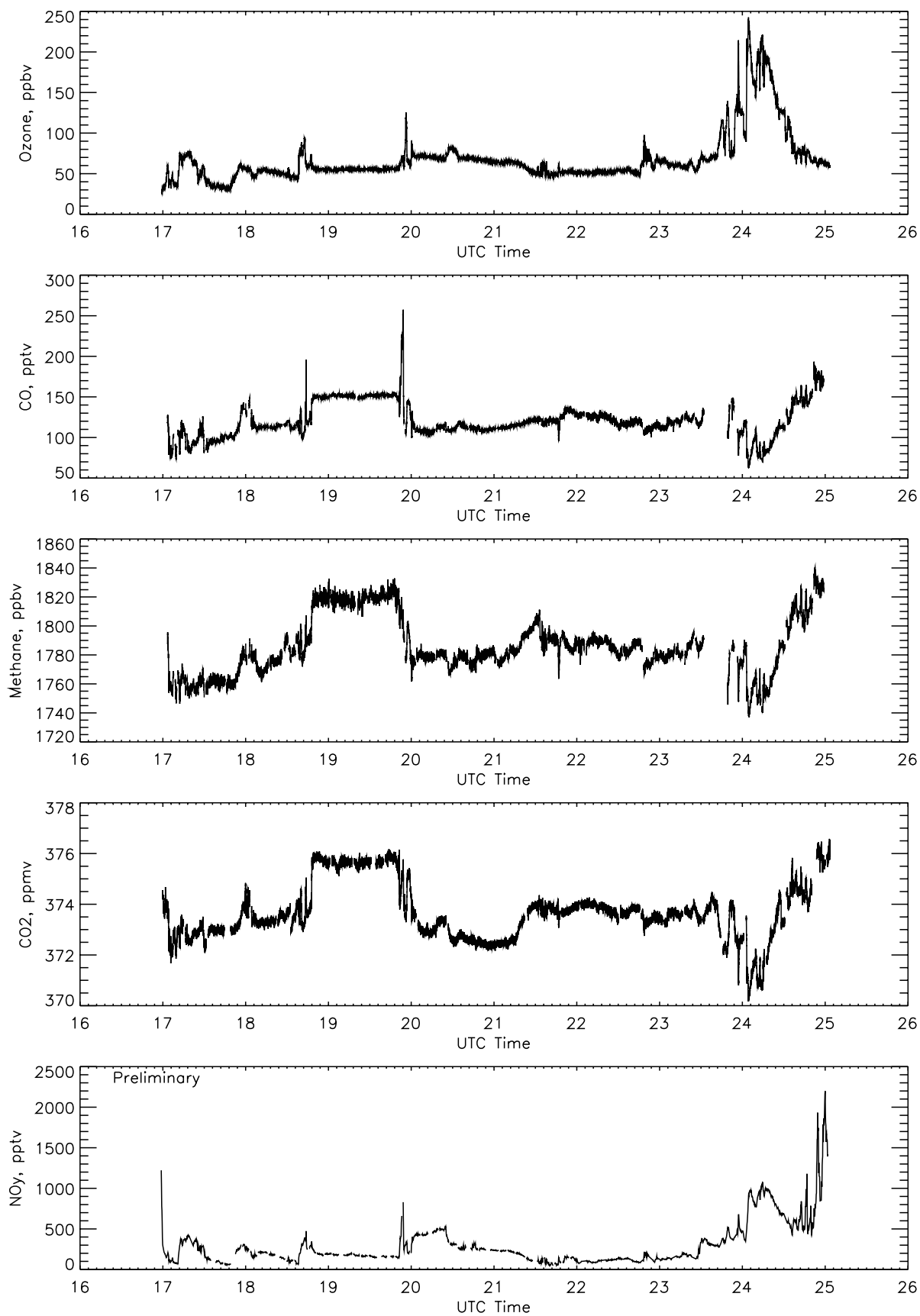




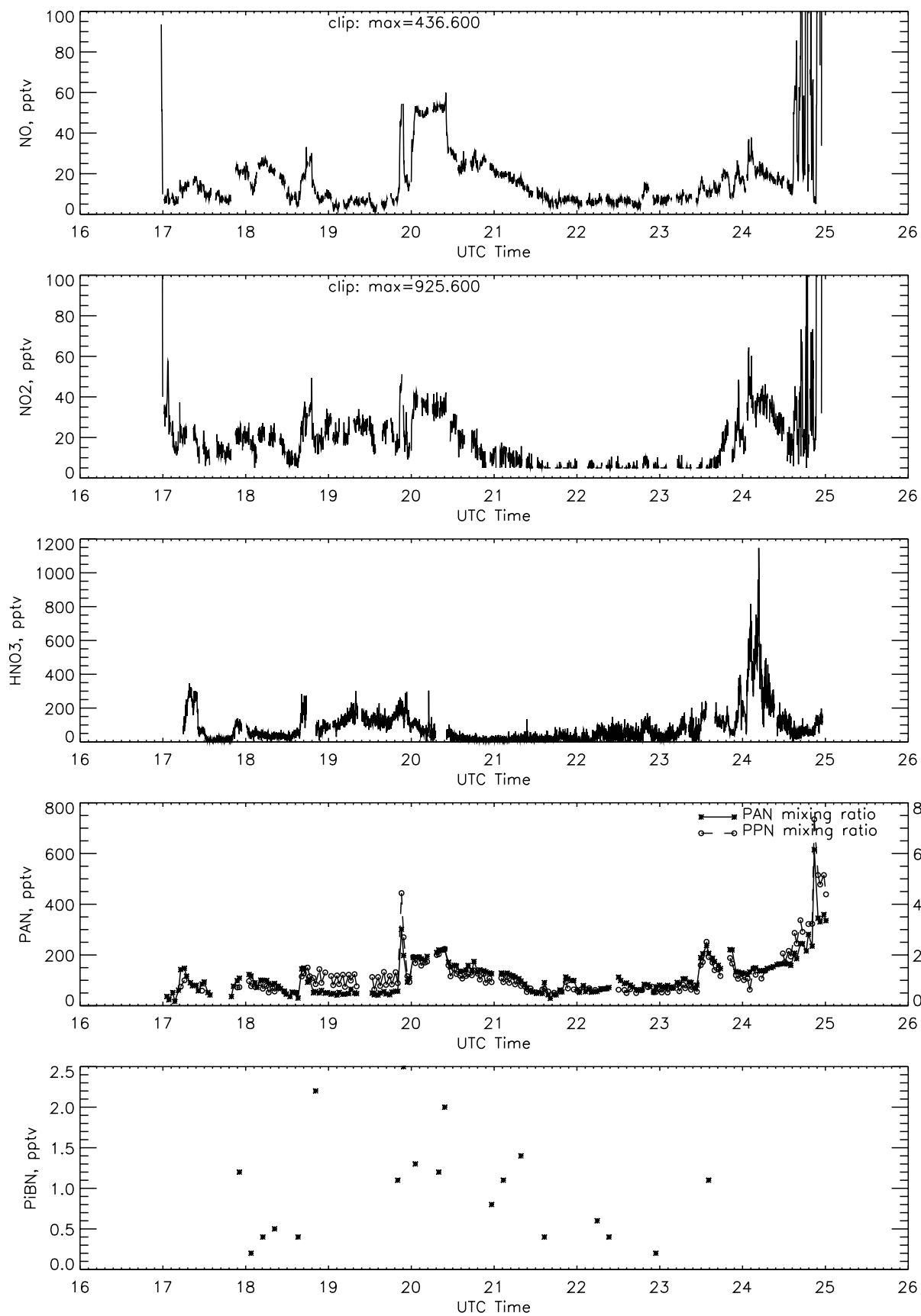
# FINAL DATA: TRACE-P P3-B Flight 23

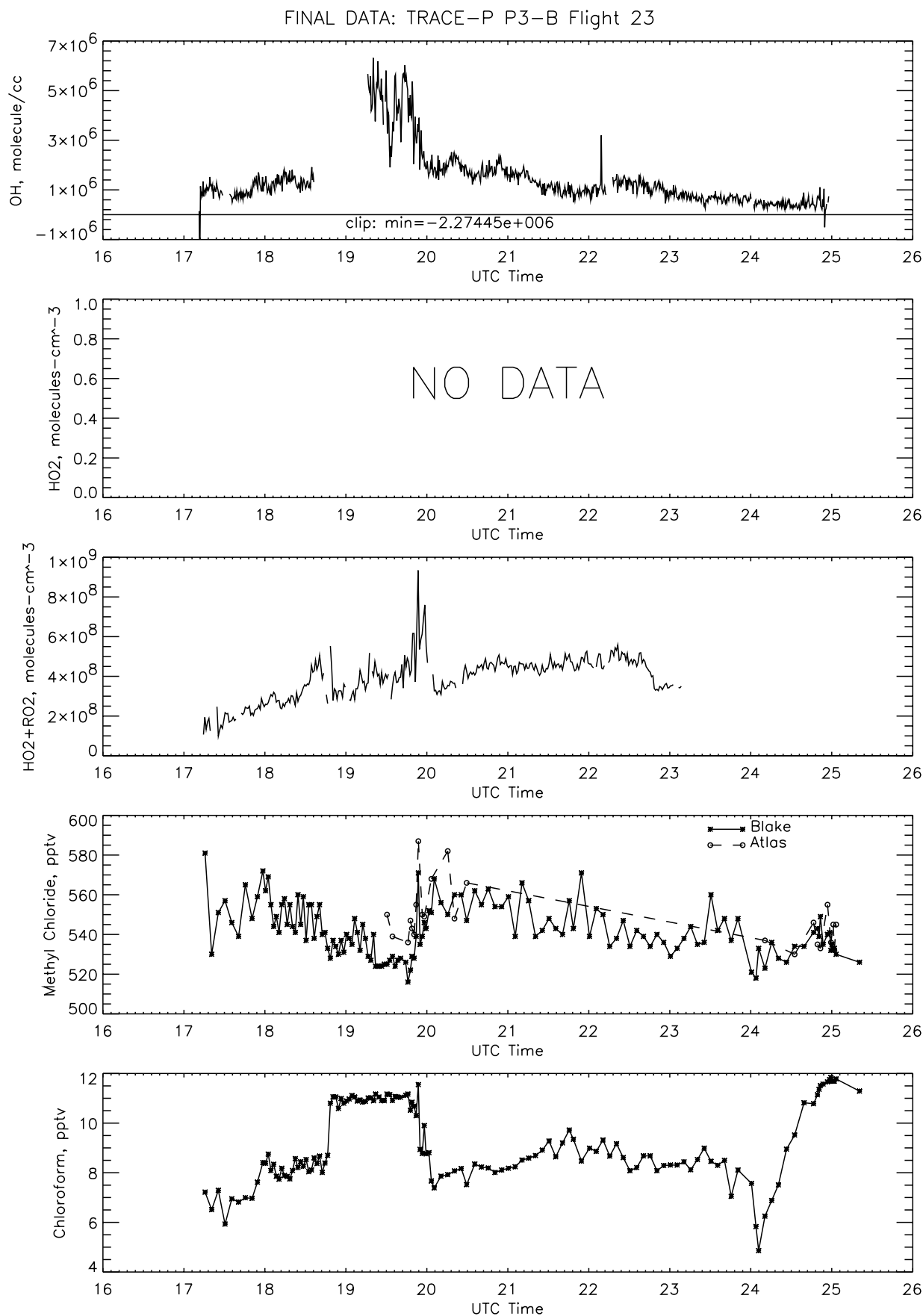


# FINAL DATA: TRACE-P P3-B Flight 23

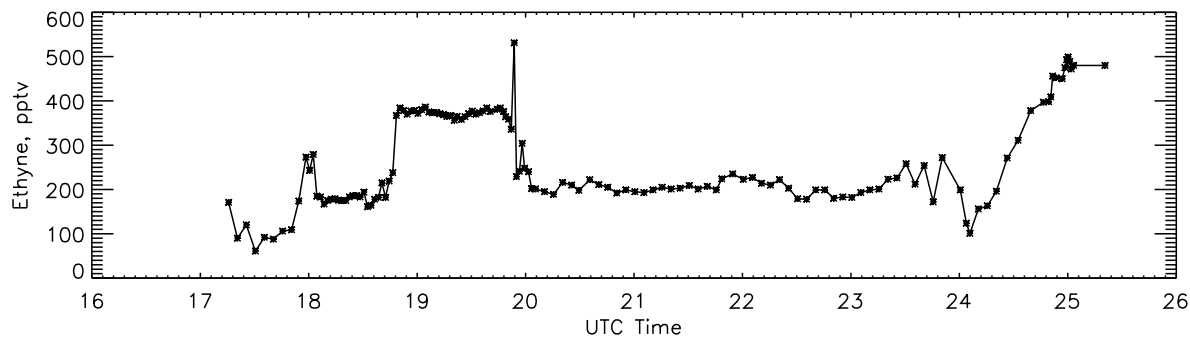
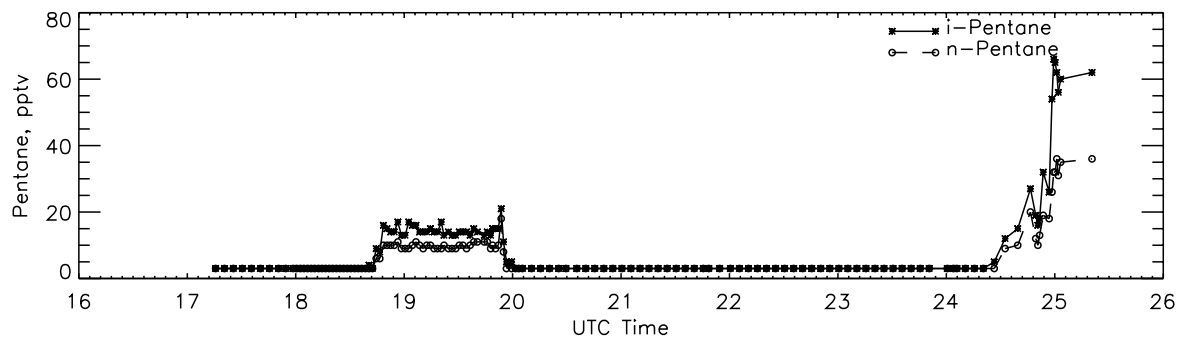
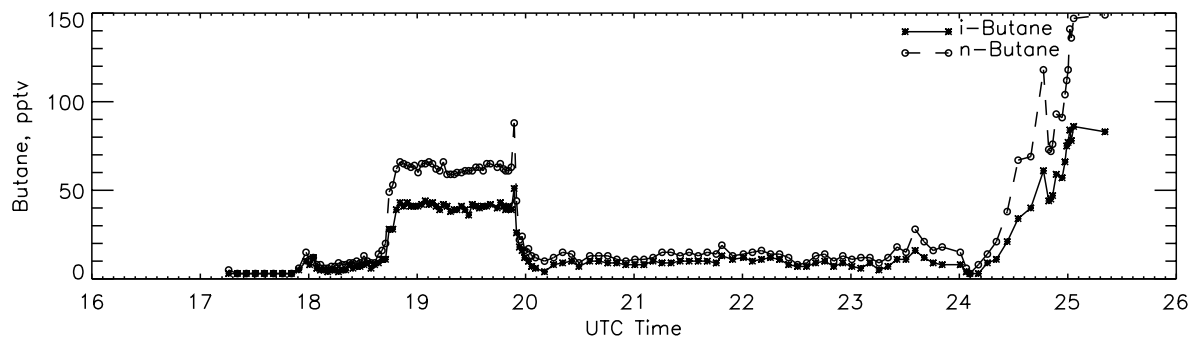
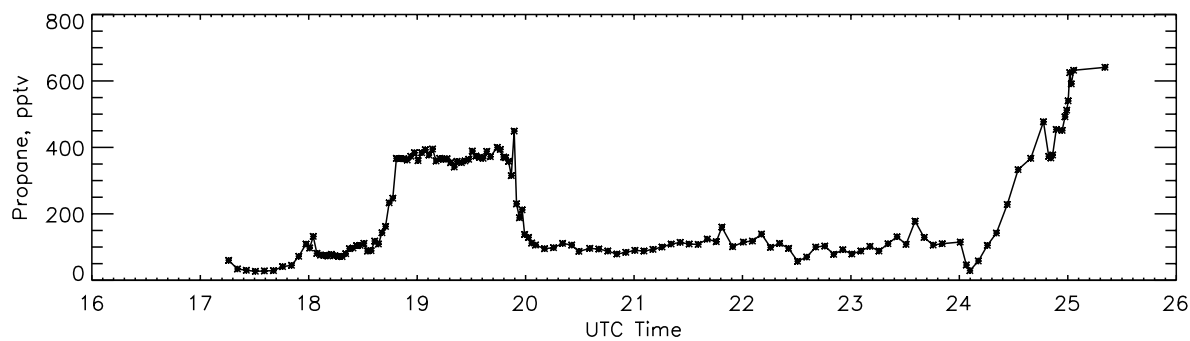
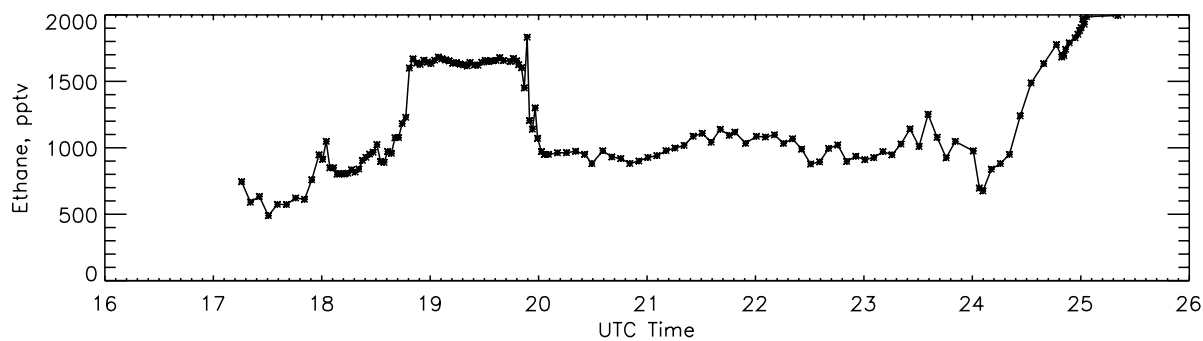


# FINAL DATA: TRACE-P P3-B Flight 23

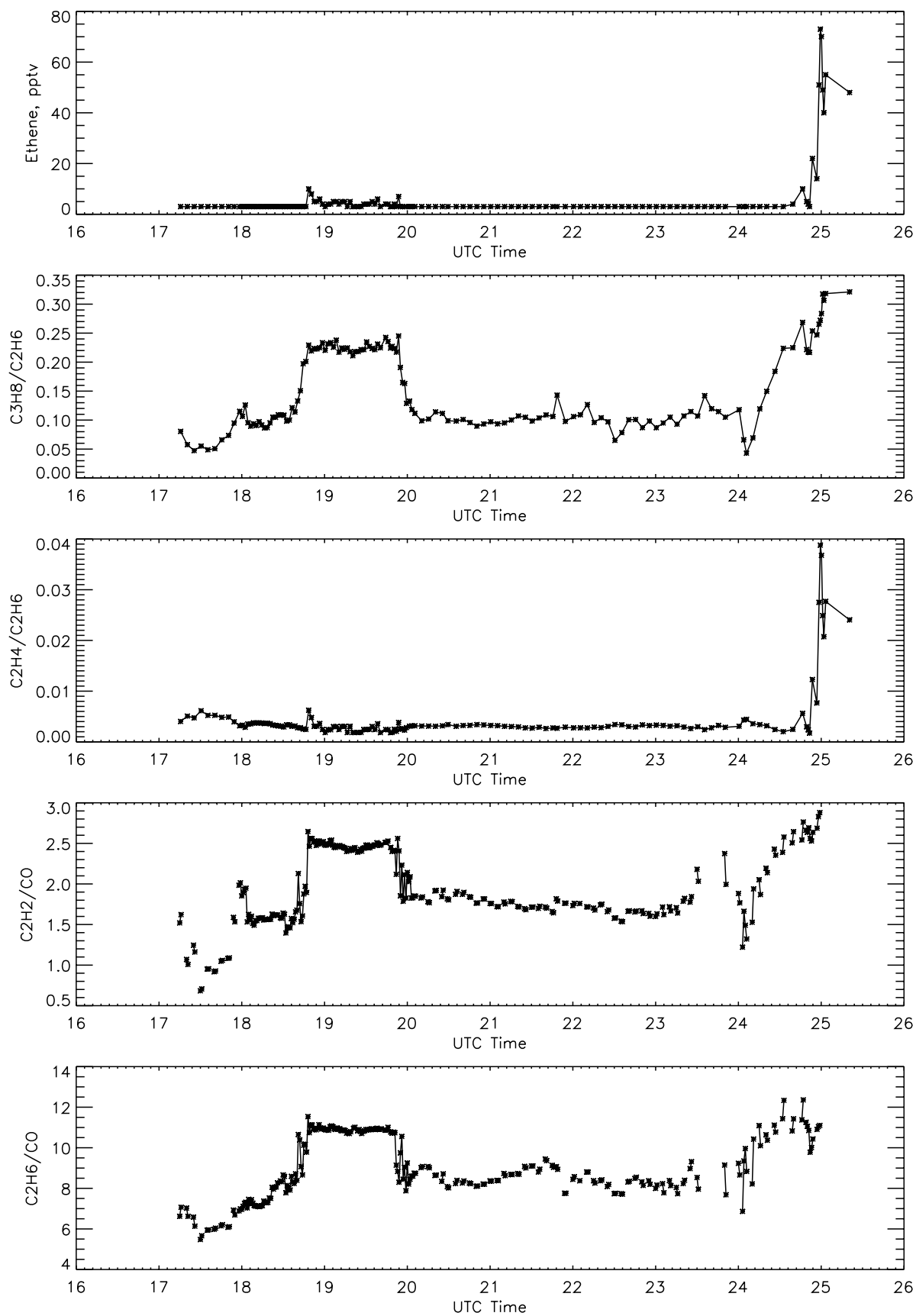




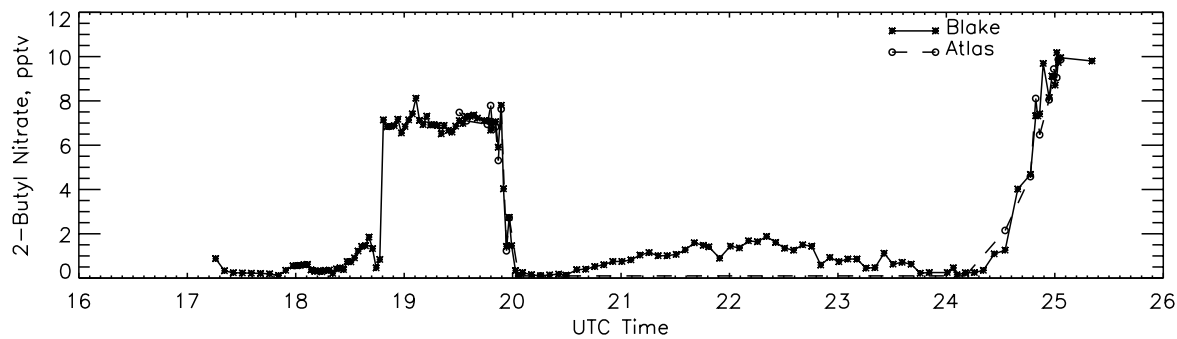
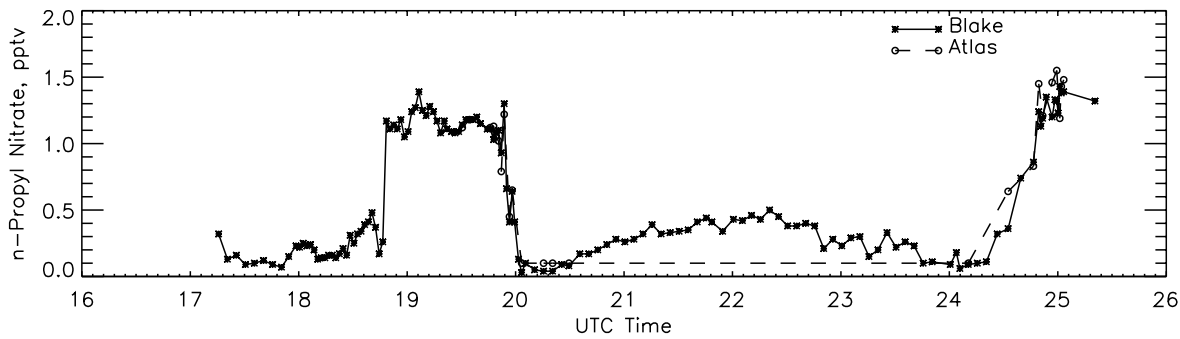
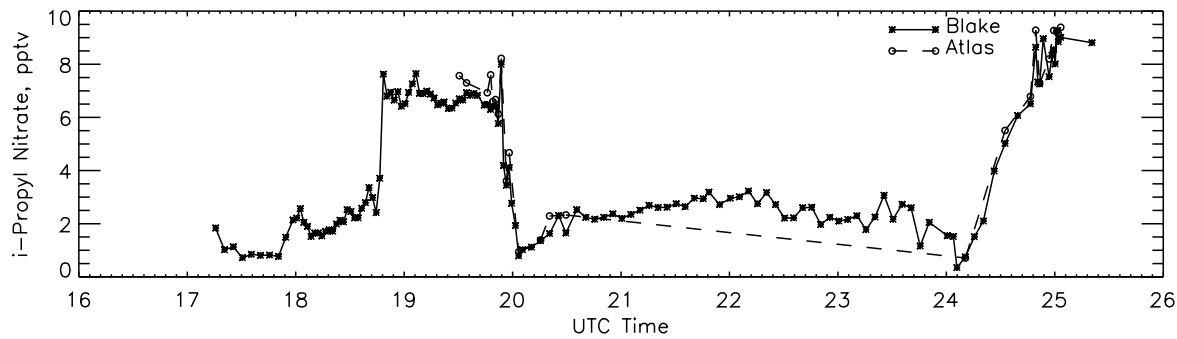
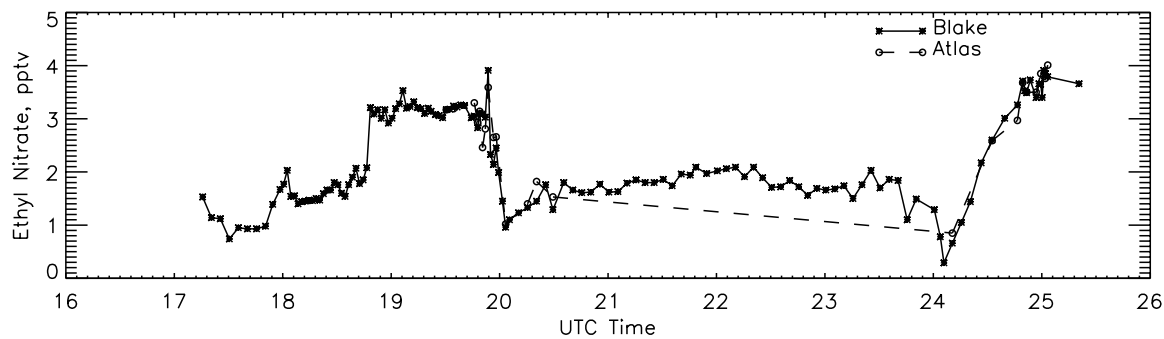
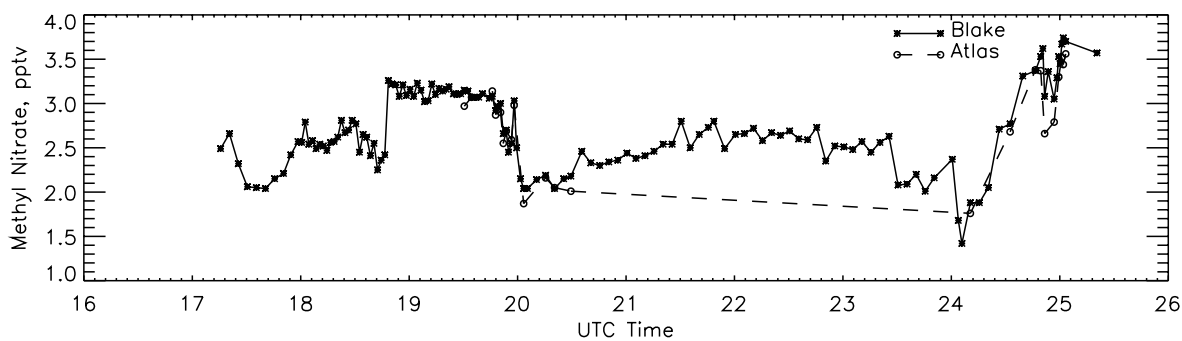
# FINAL DATA: TRACE-P P3-B Flight 23



# FINAL DATA: TRACE-P P3-B Flight 23

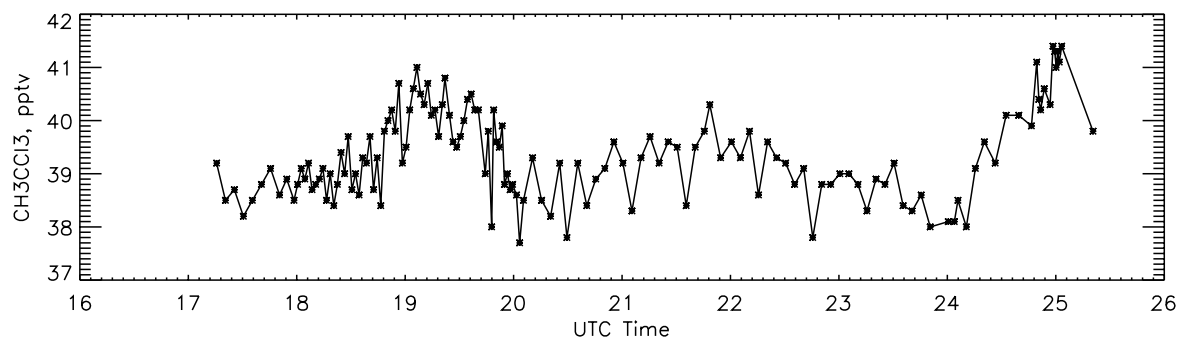
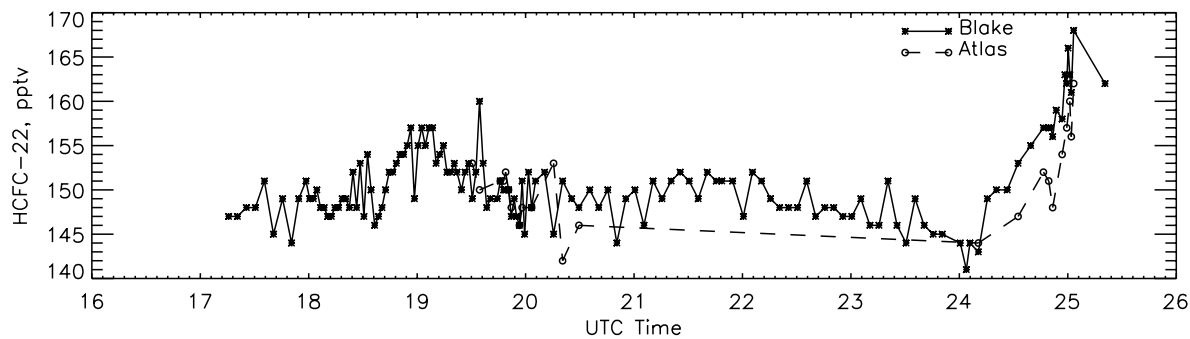
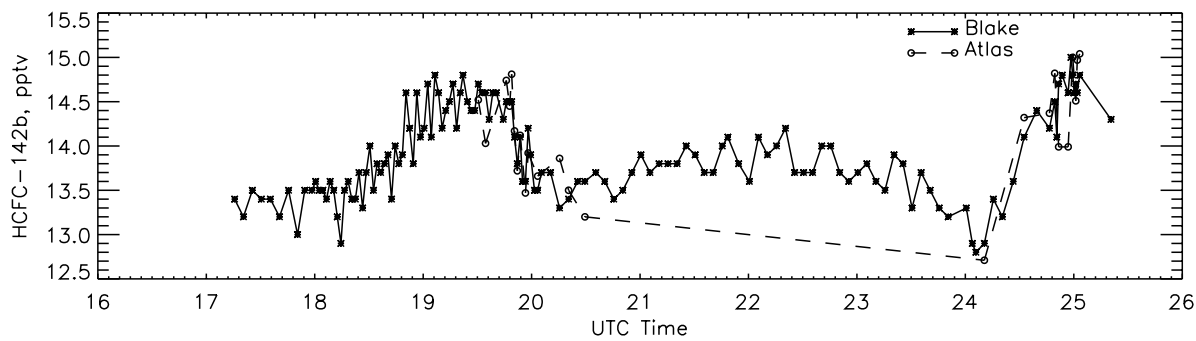
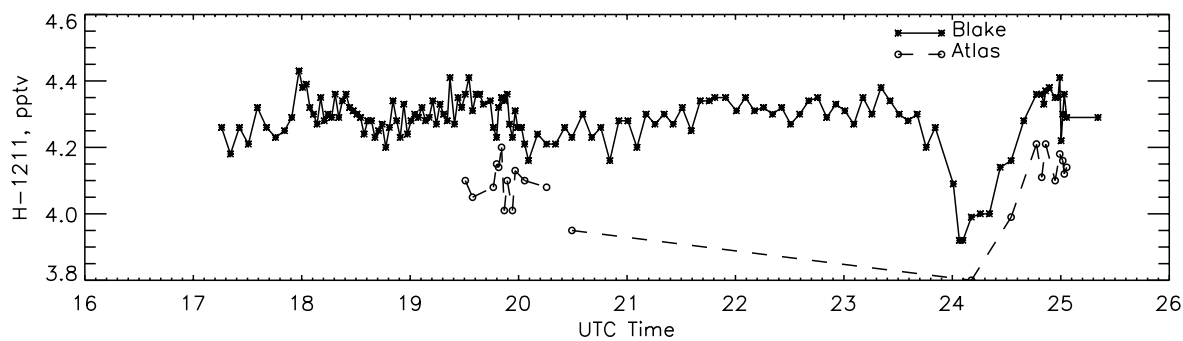
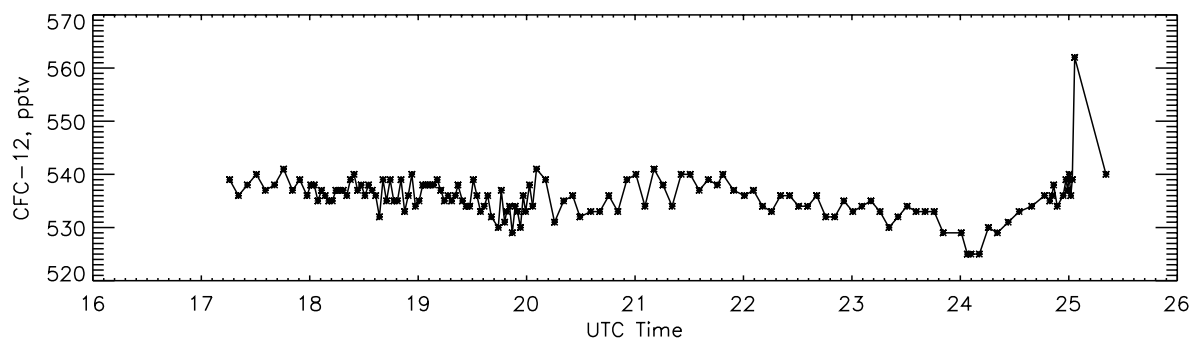


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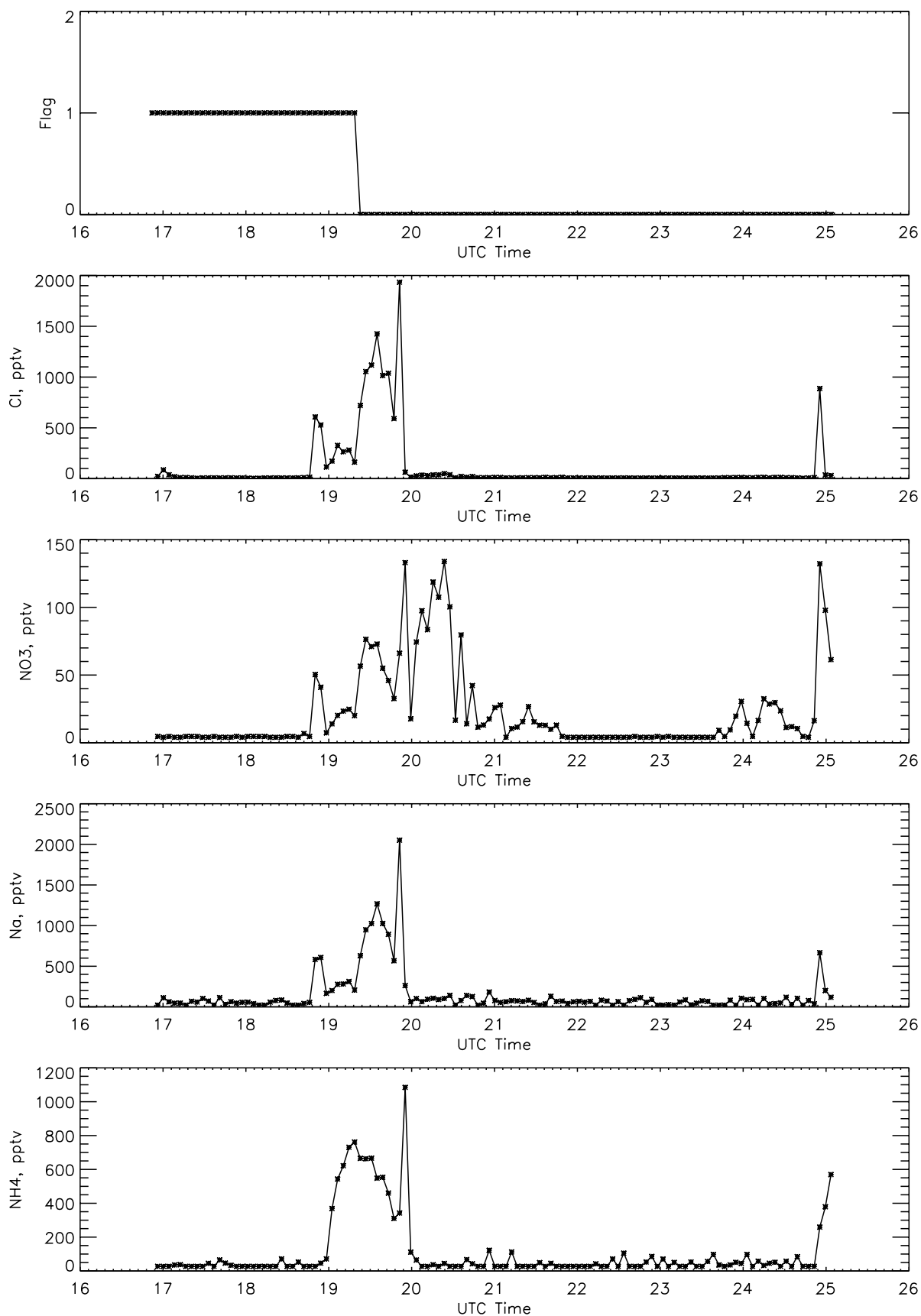




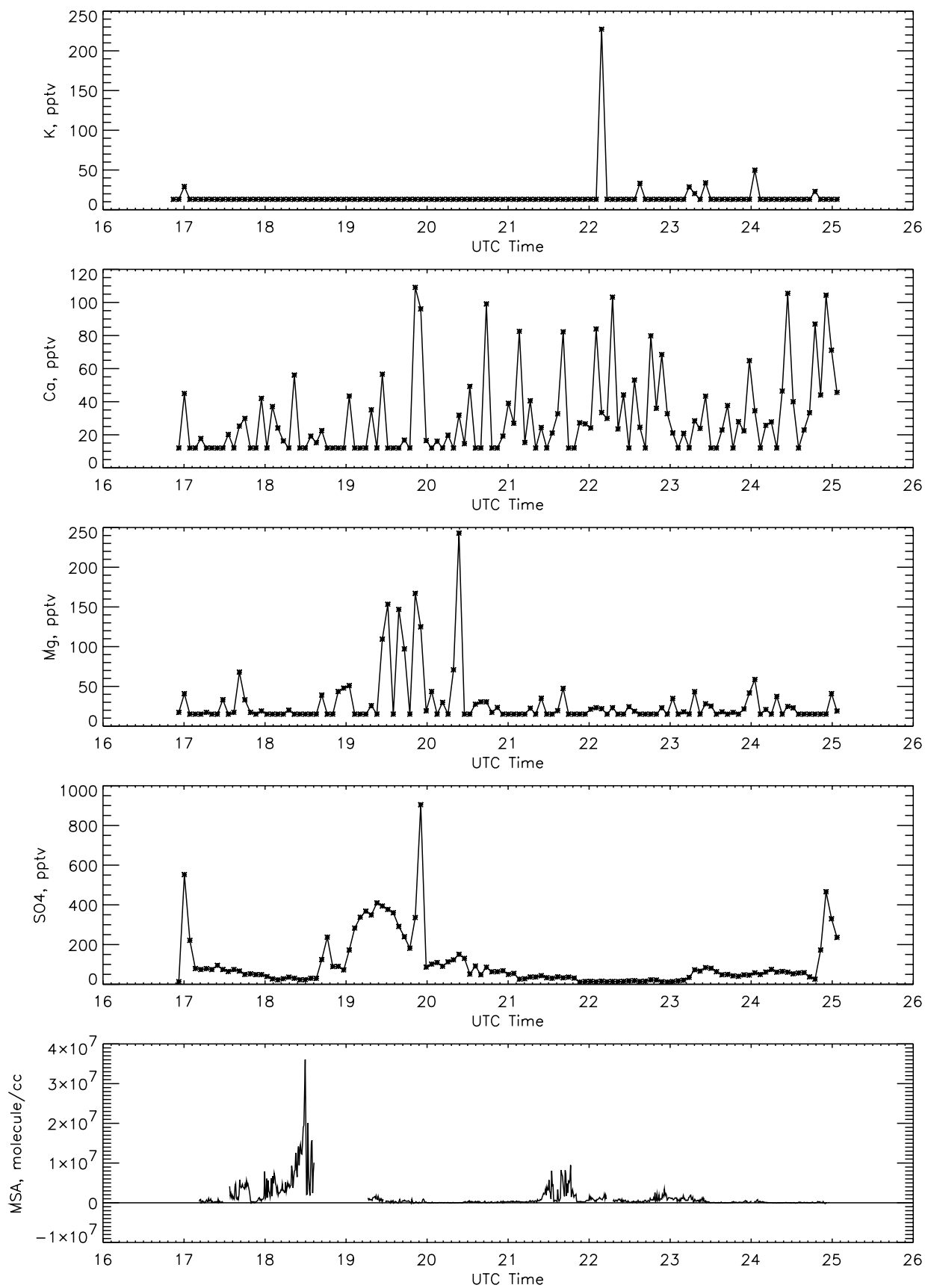
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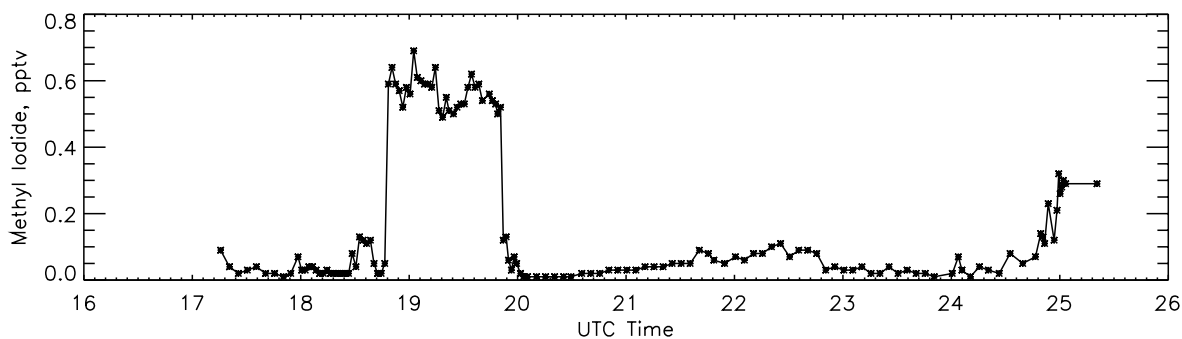
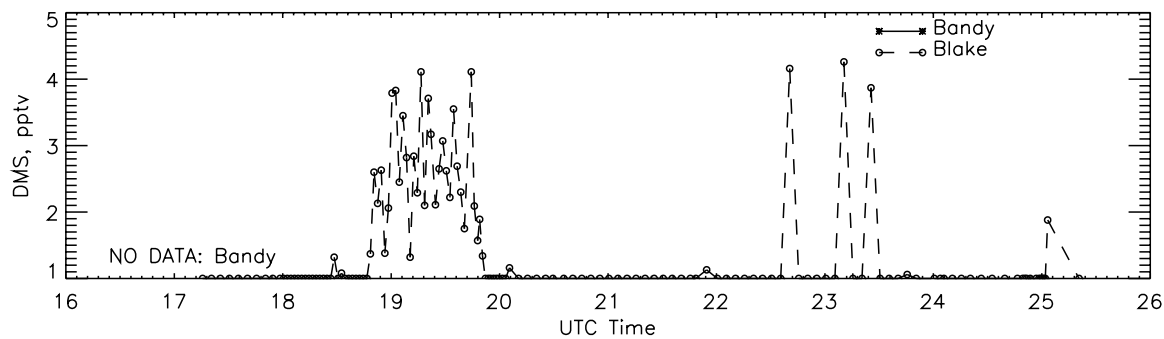
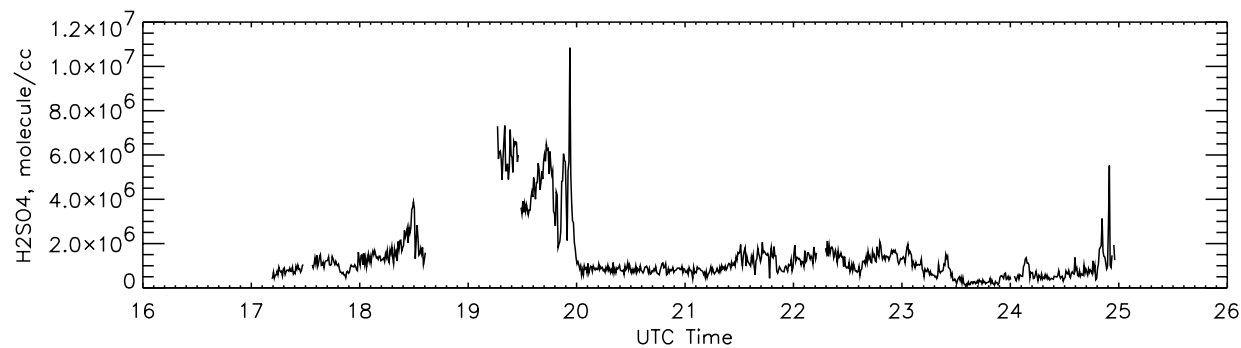
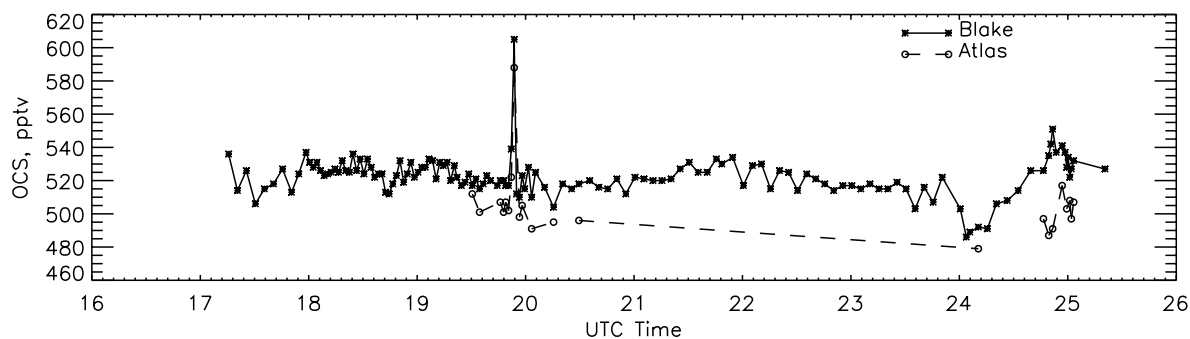
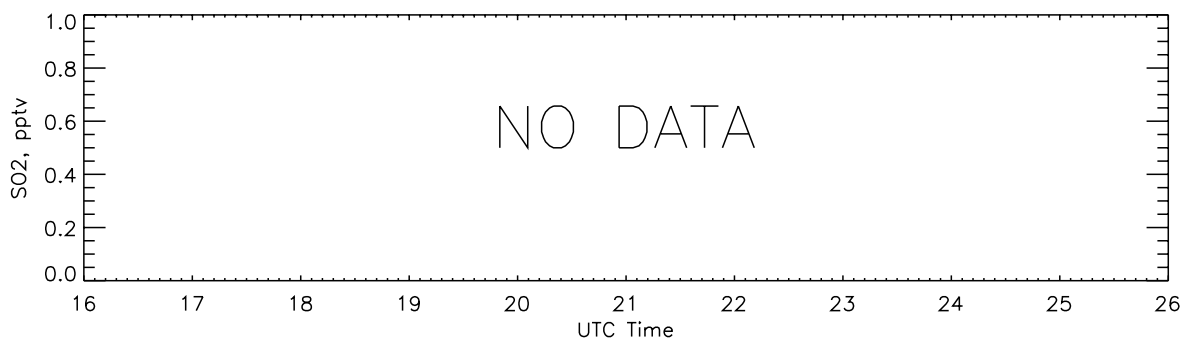
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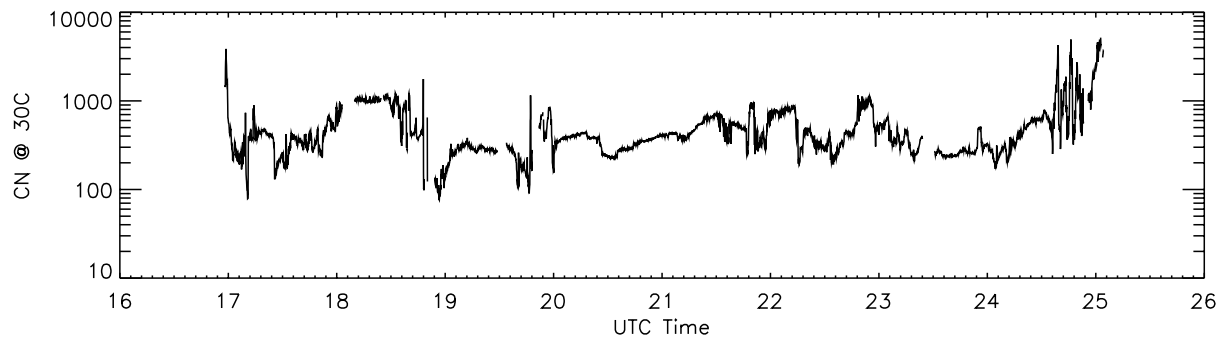
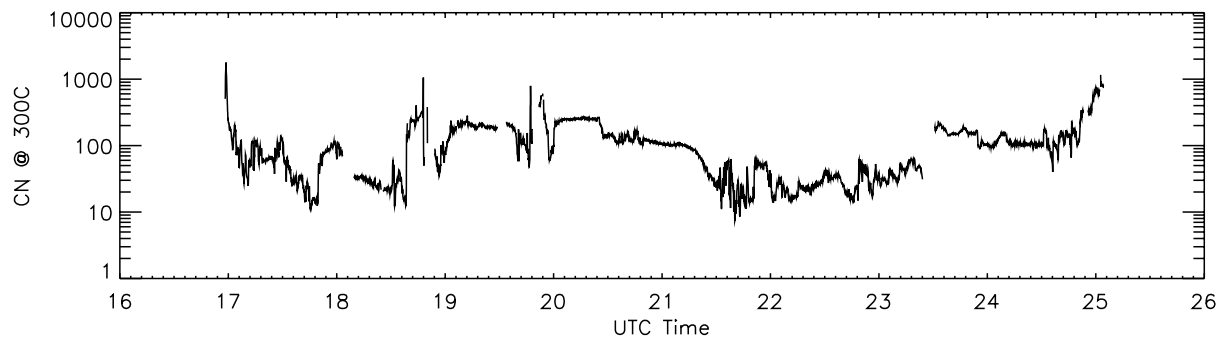
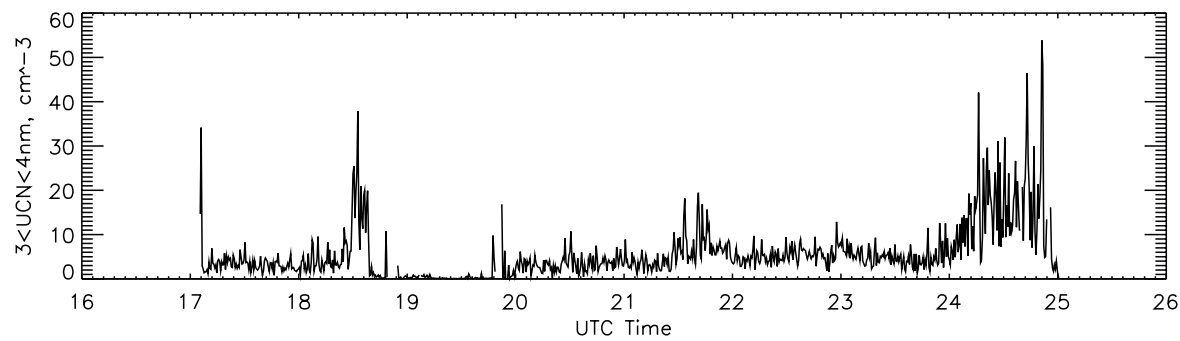
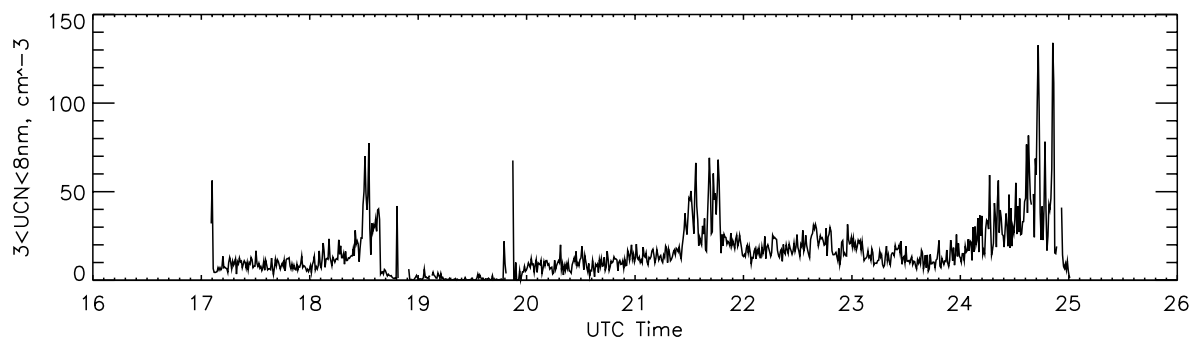
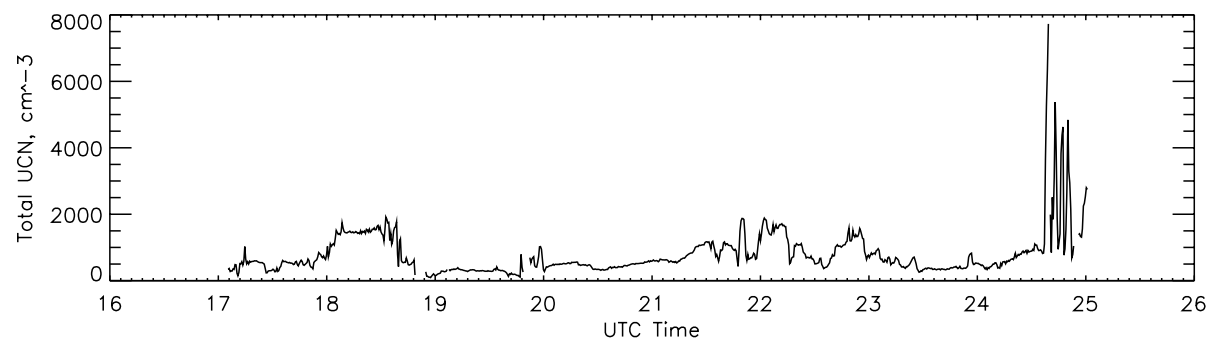
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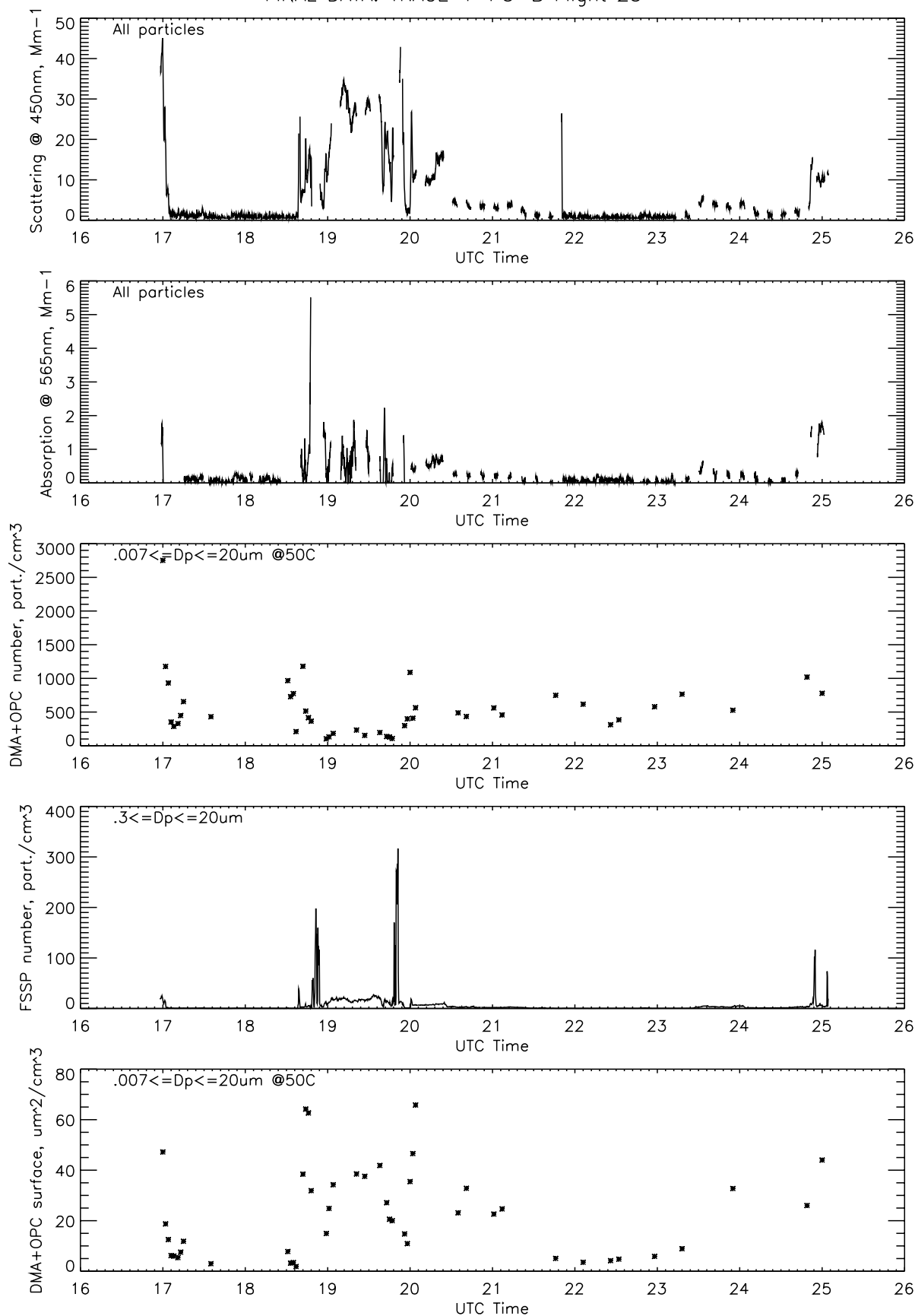
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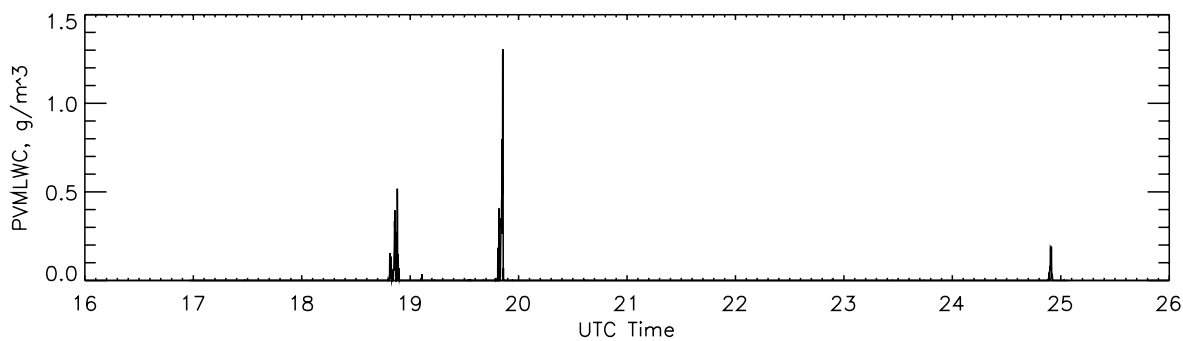
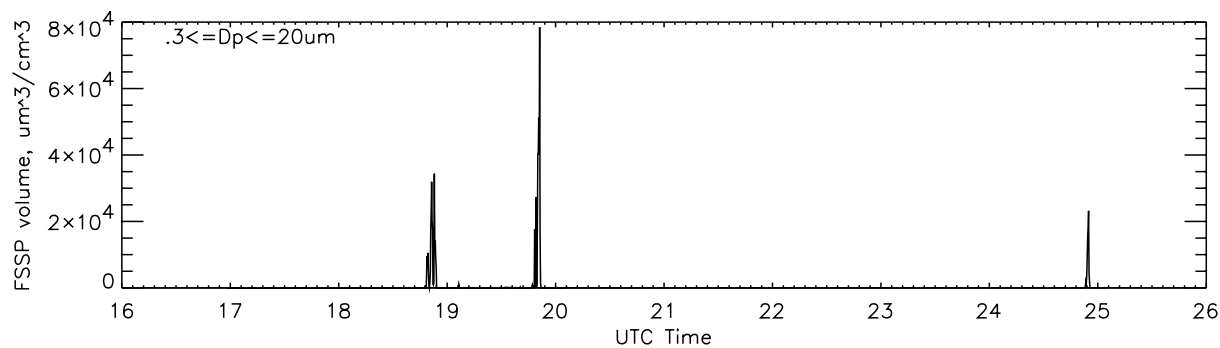
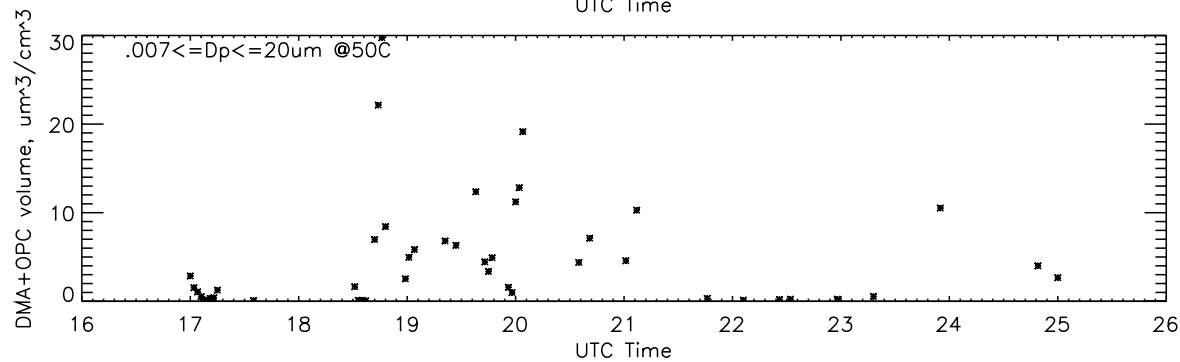
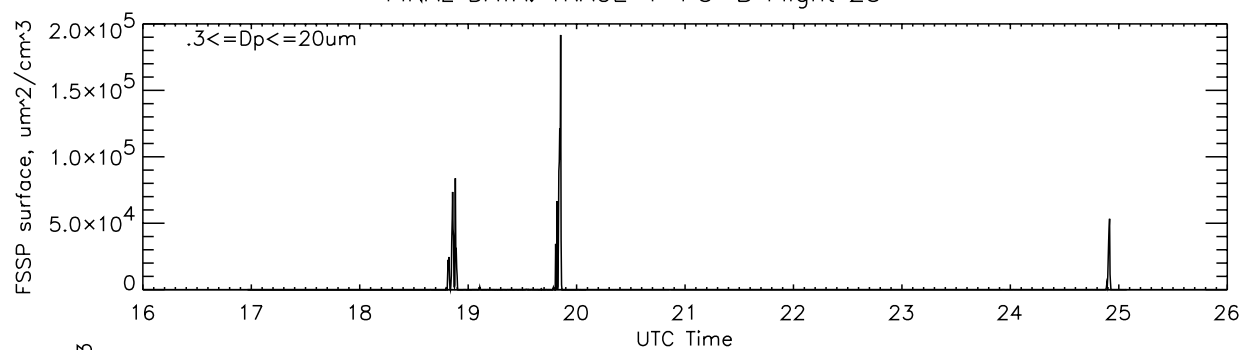
FINAL DATA: TRACE-P P3-B Flight 23



# FINAL DATA: TRACE-P P3-B Flight 23

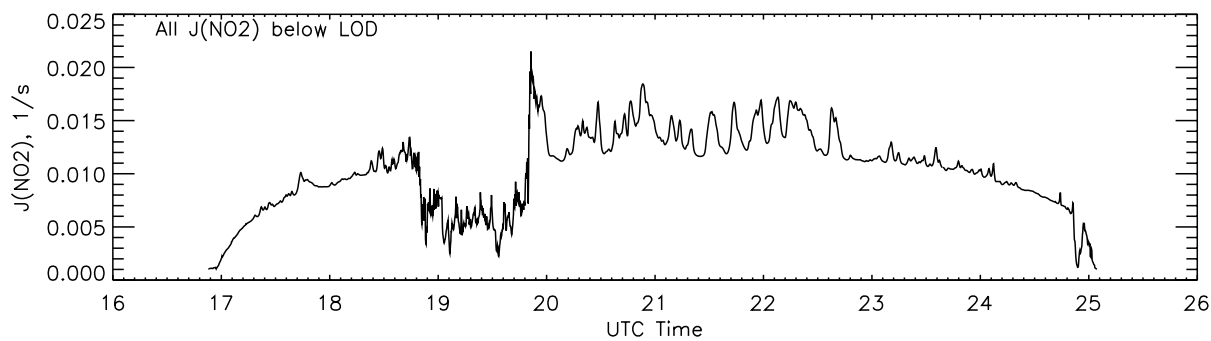
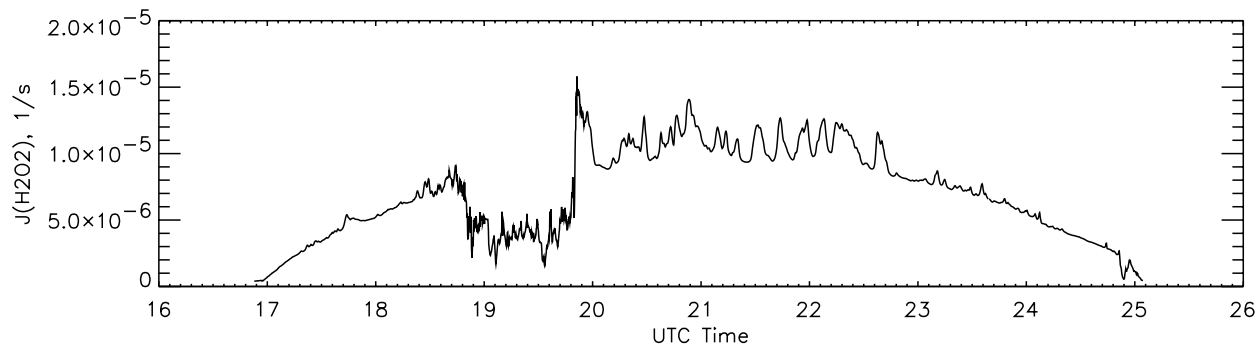
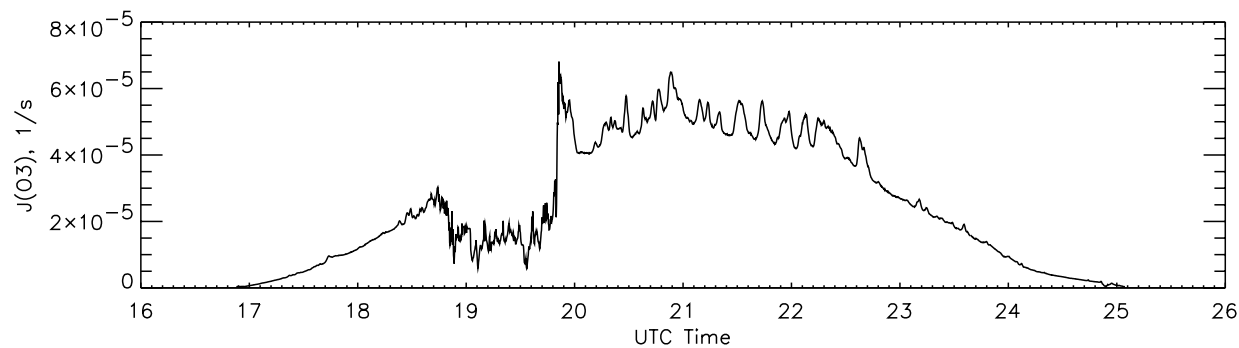
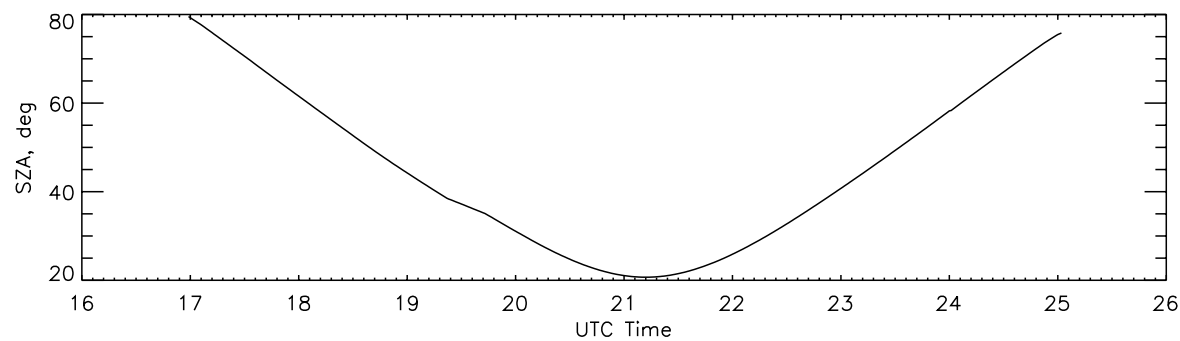
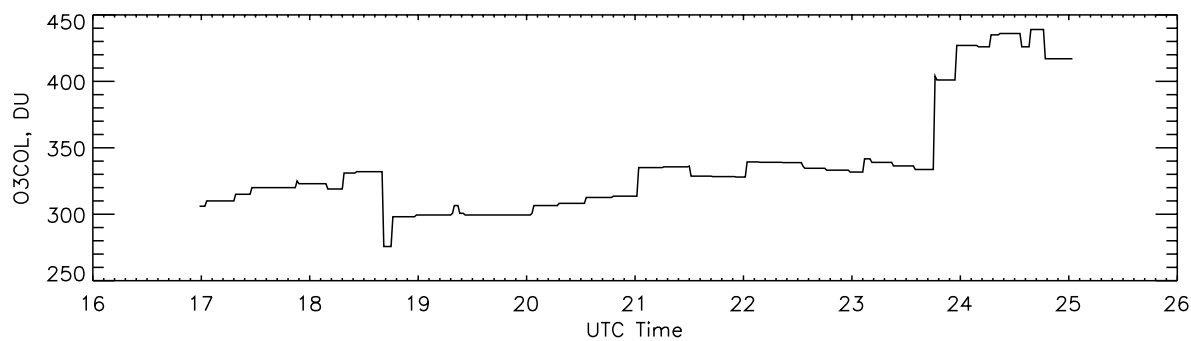


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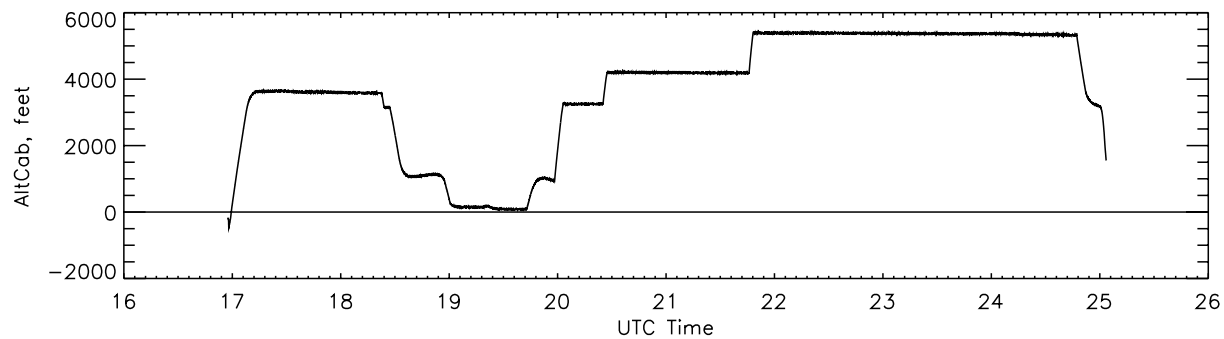
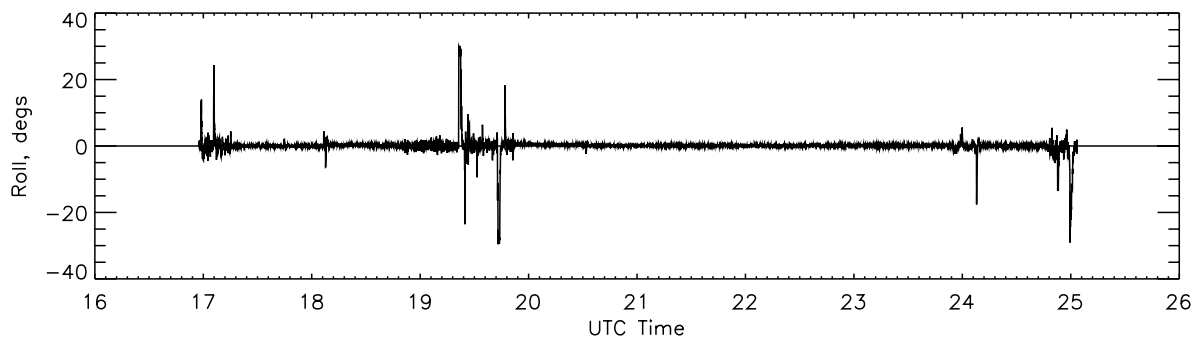
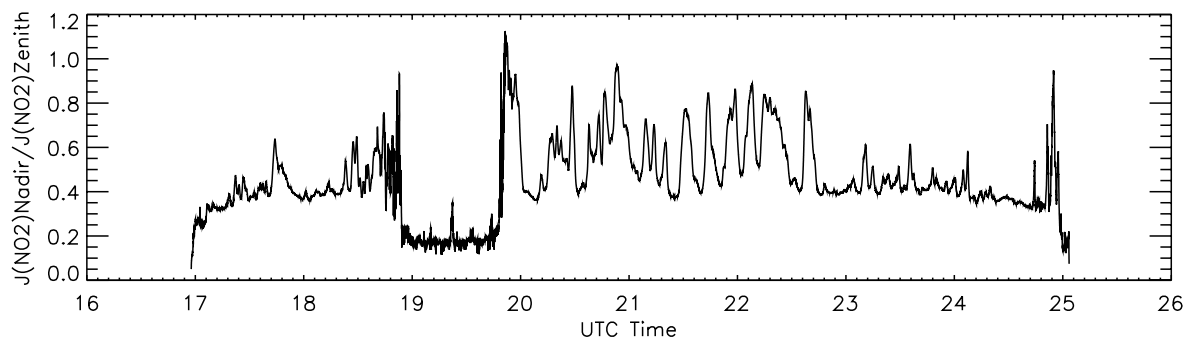
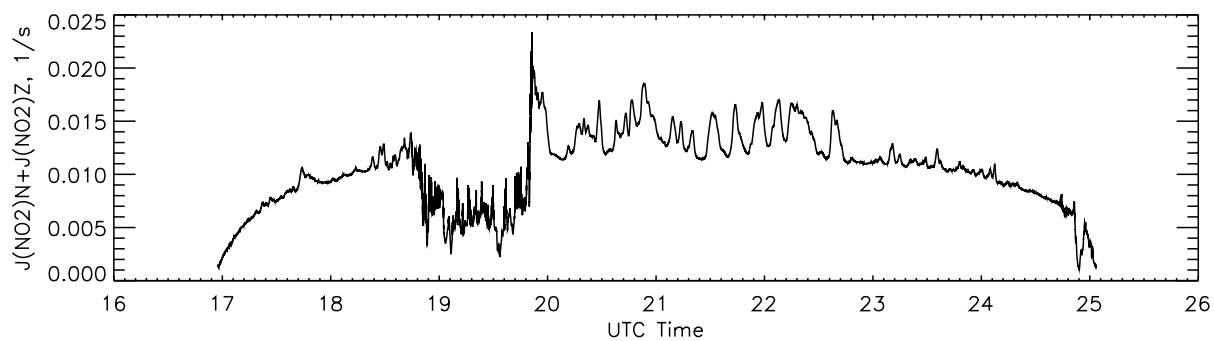
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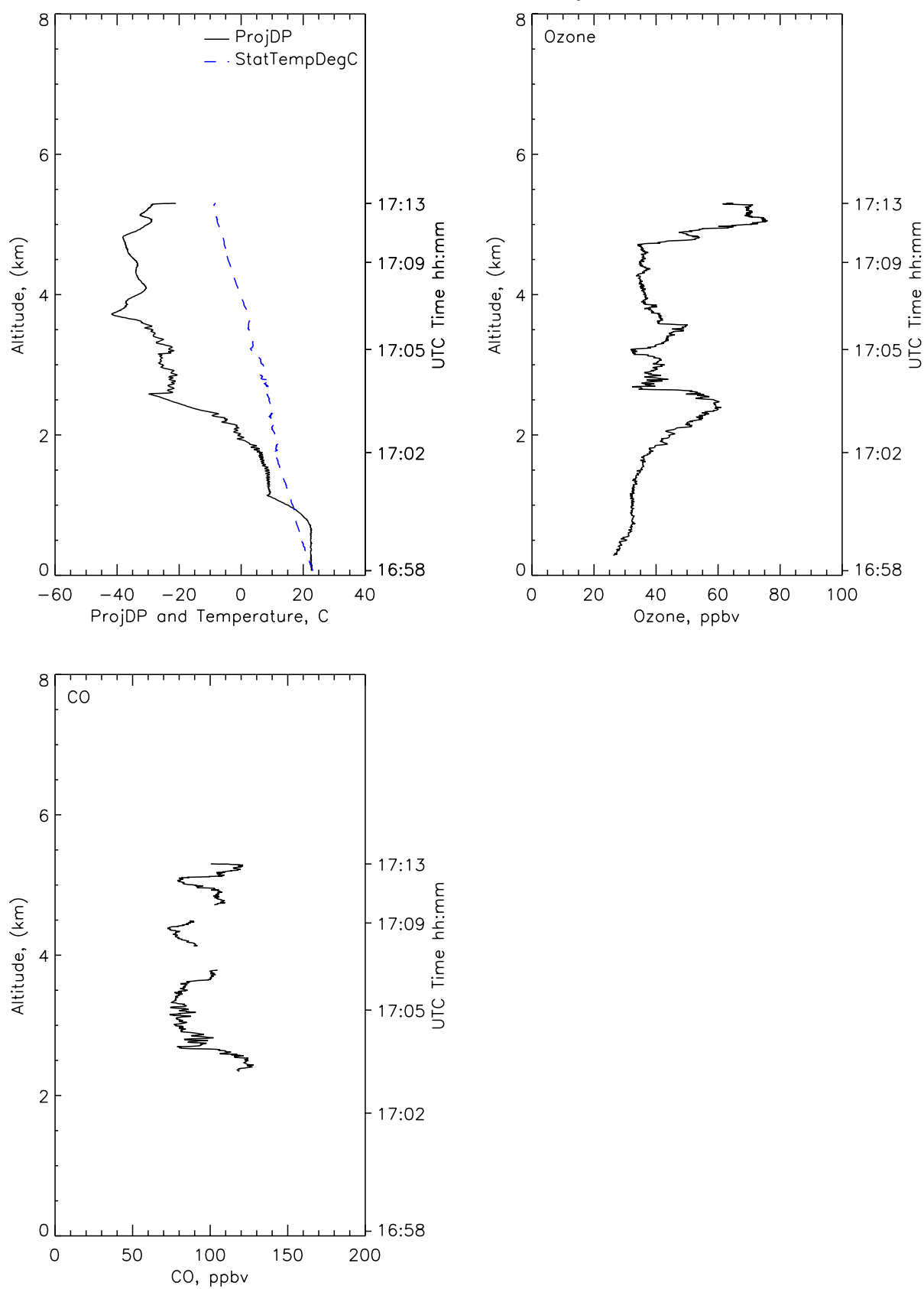




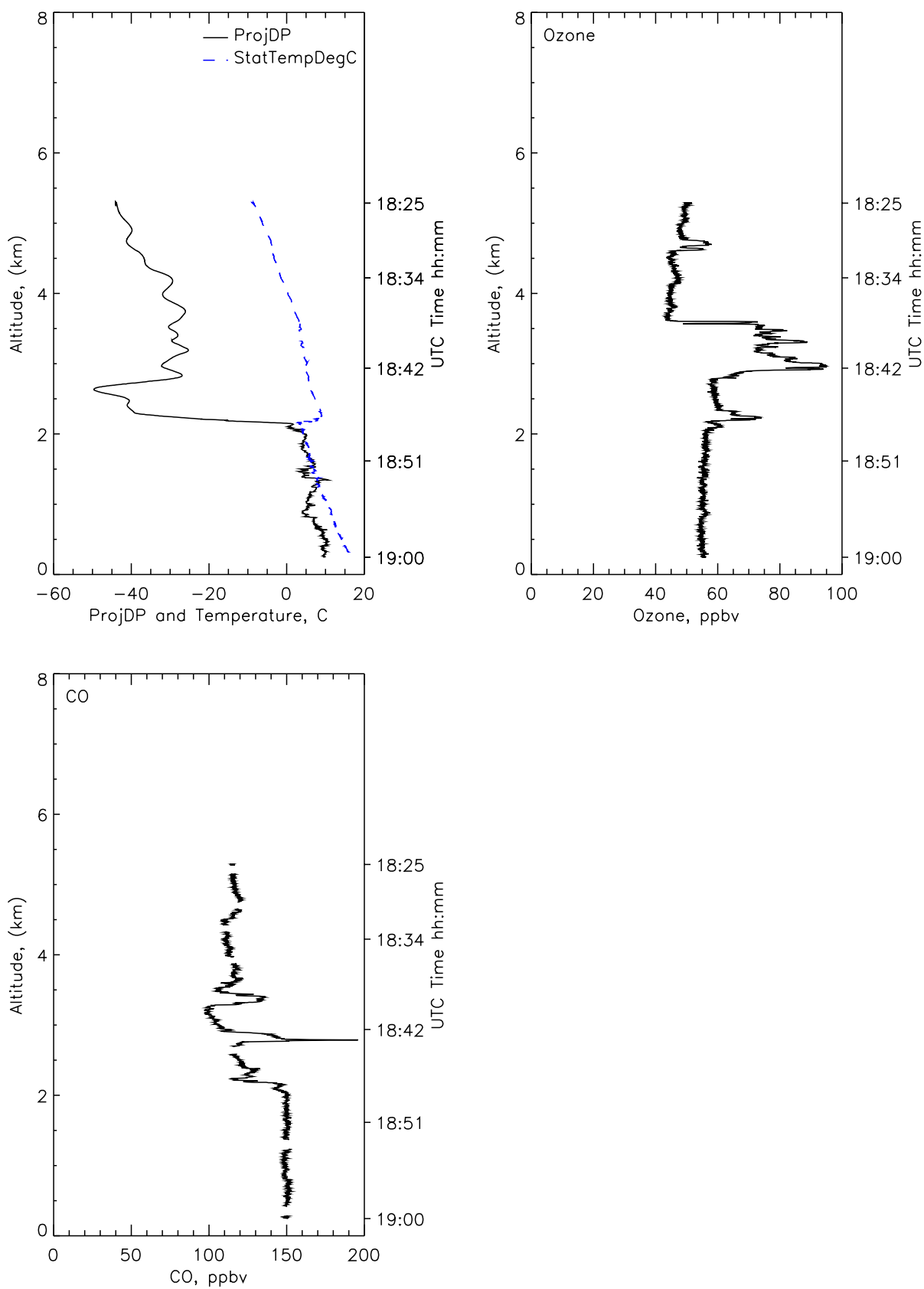
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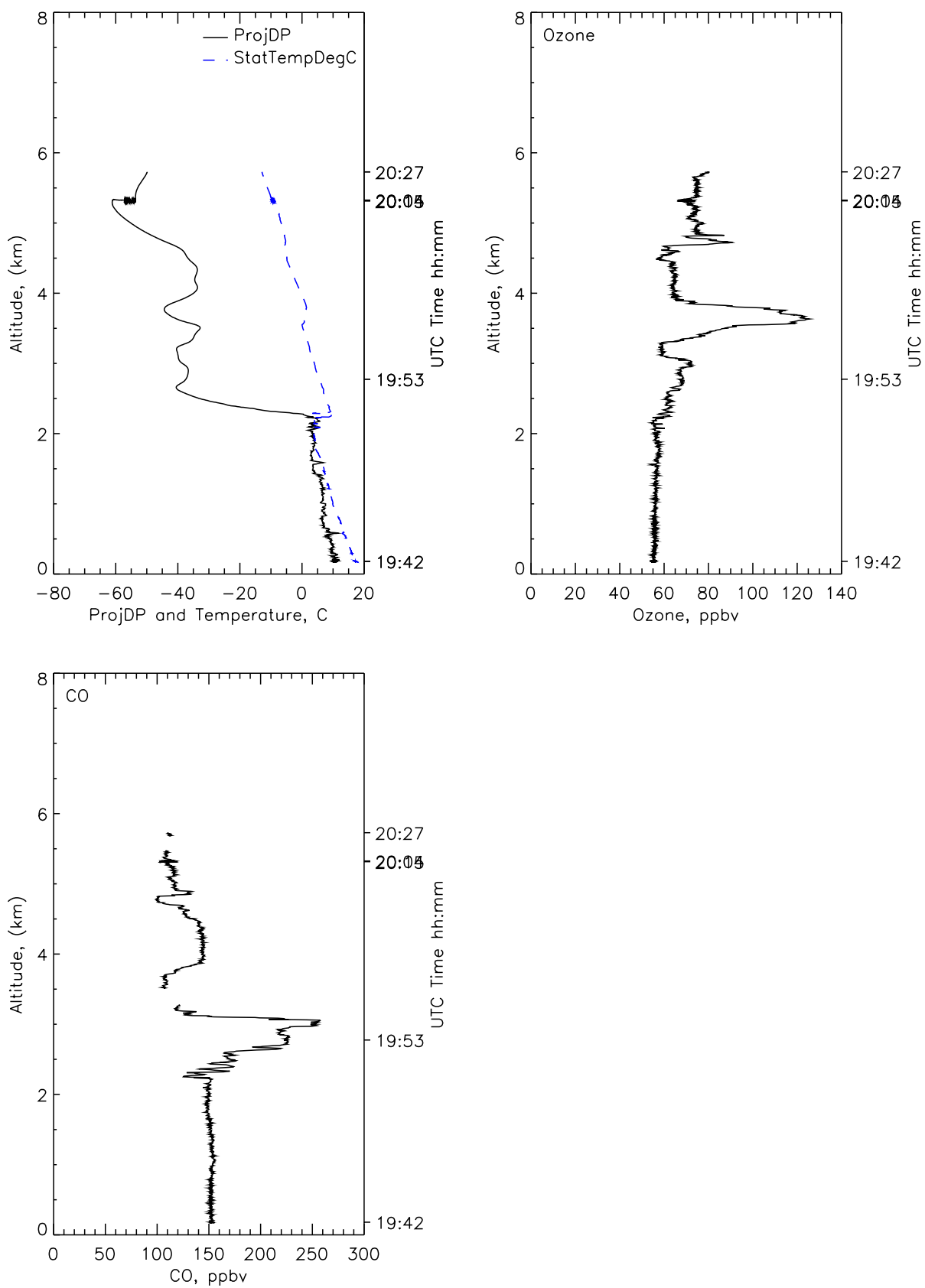
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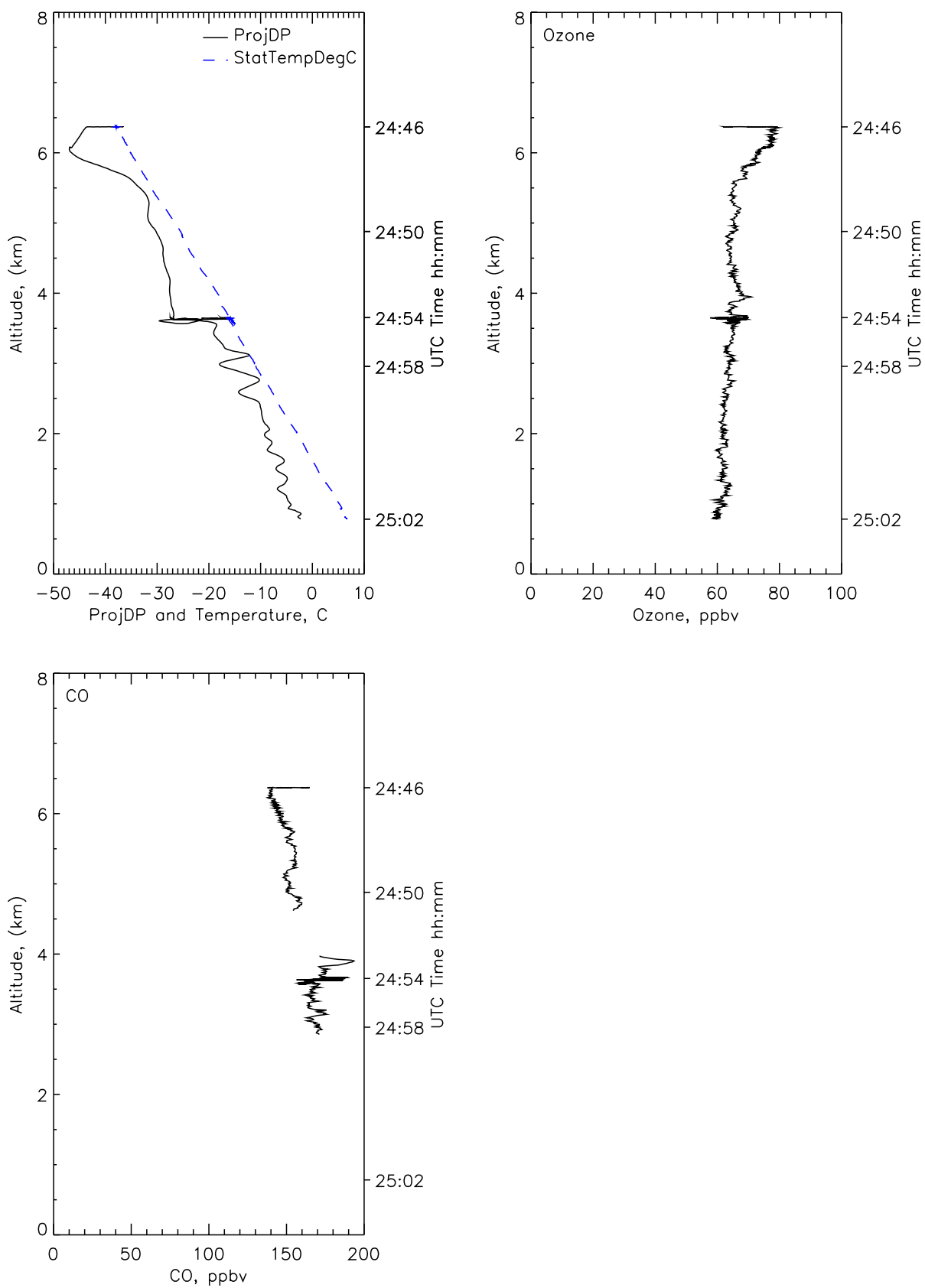
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# Profile # 3 TRACE-P P3-B Flight 23



Profile # 4 TRACE-P P3-B Flight 23



# CHEMICAL and METEOROLOGICAL DATA



## TRACE-P

Flight 24P

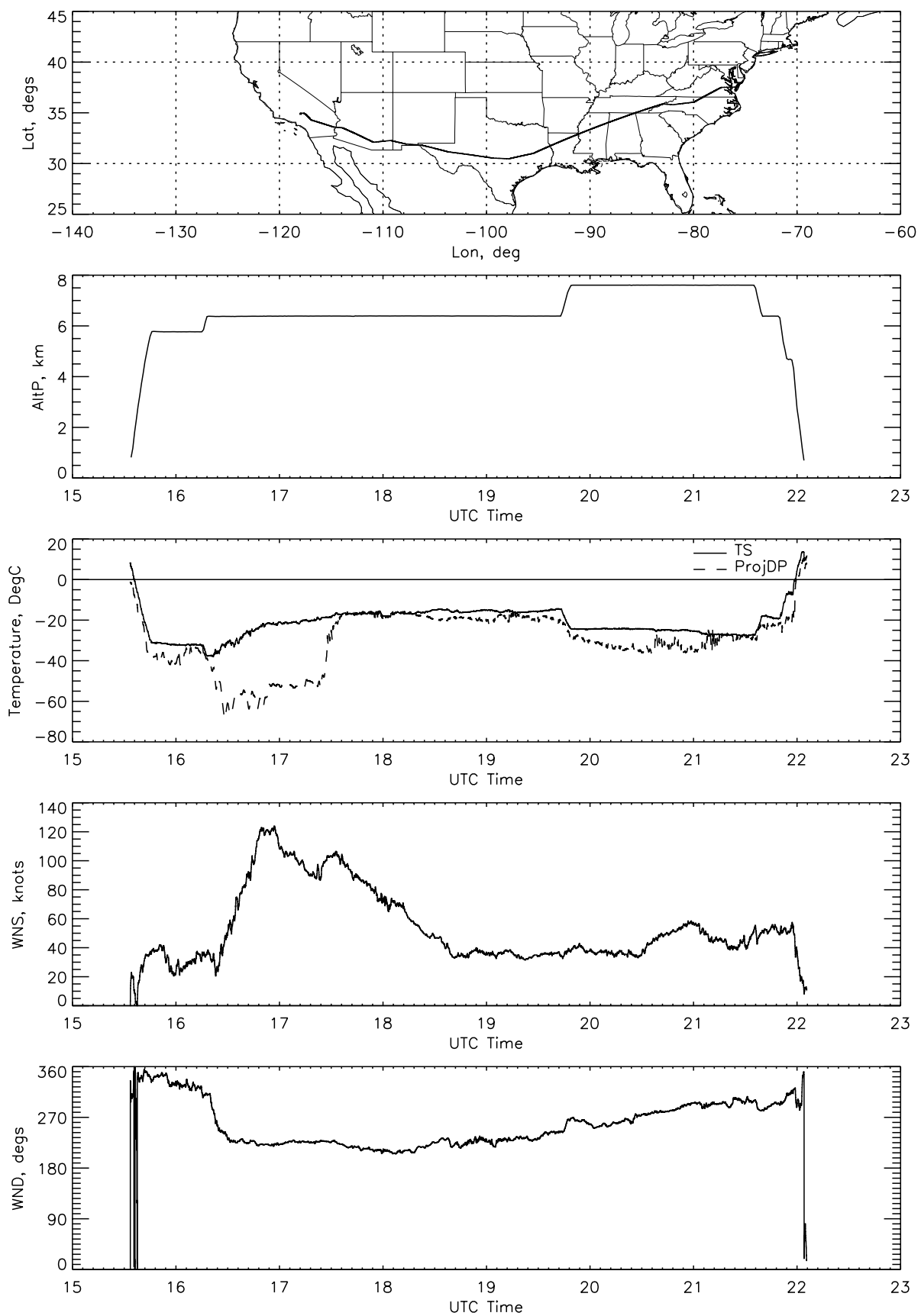
Transit: NASA-DFRC to NASA-WFF

Transport of Clean Tropical Air

April 10, 2001

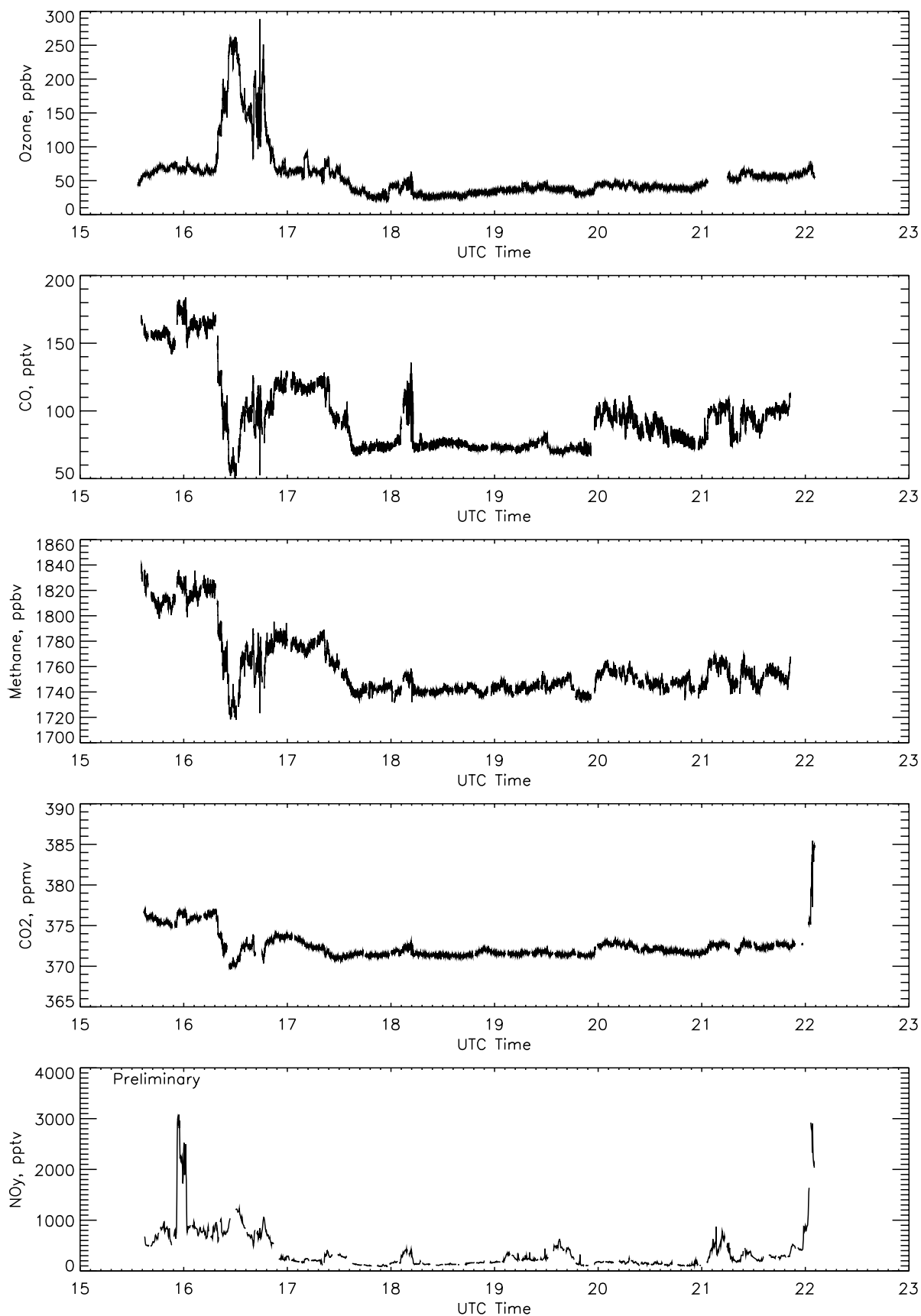


# FINAL DATA: TRACE-P P3-B Flight 24

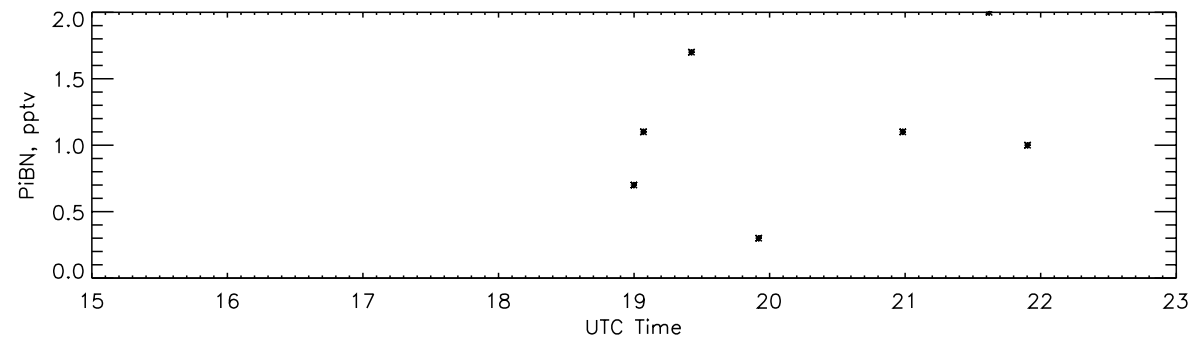
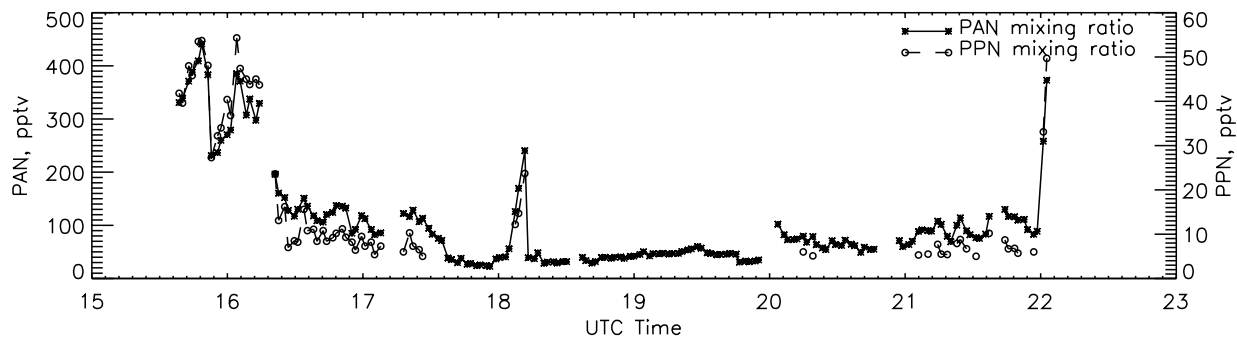
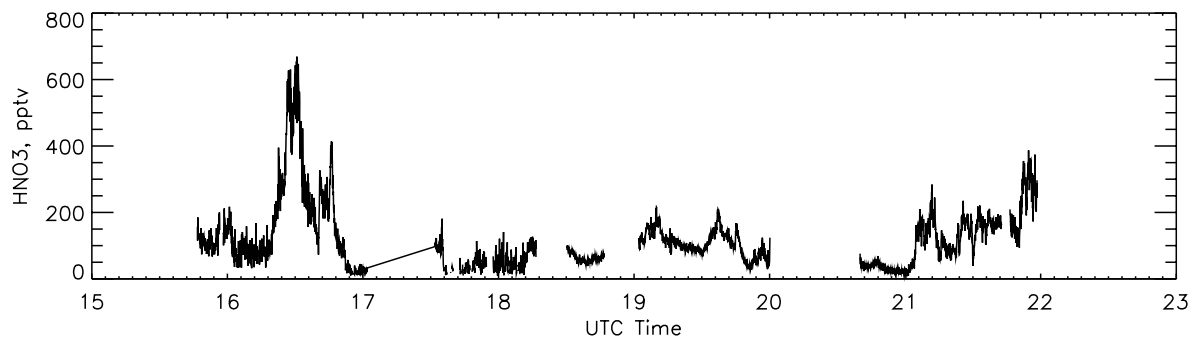
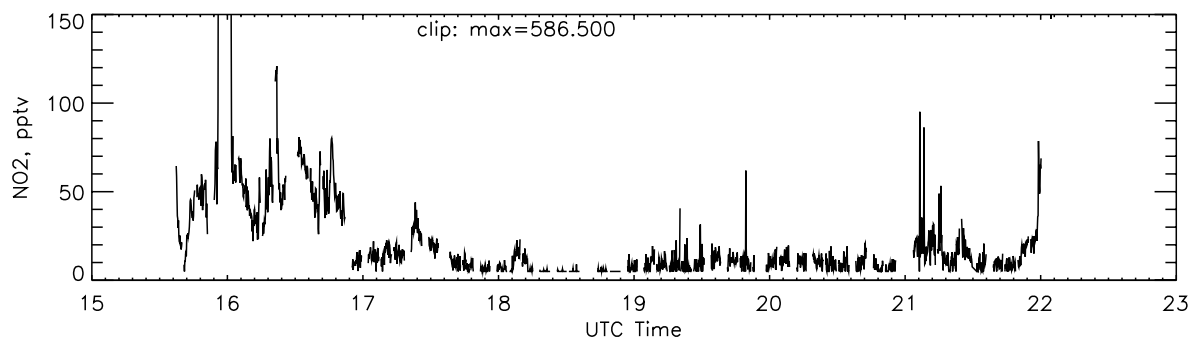
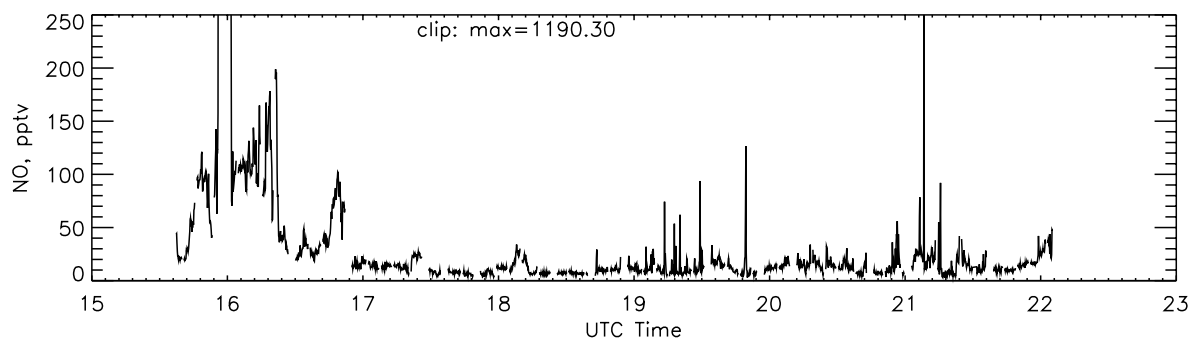




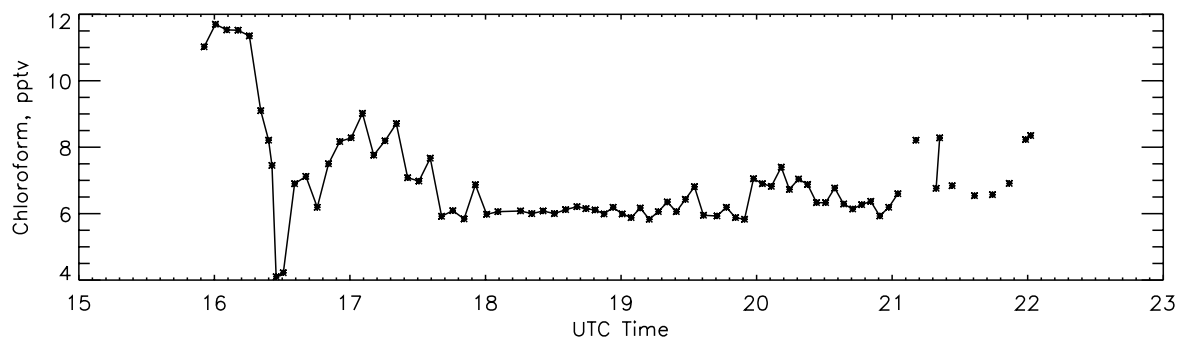
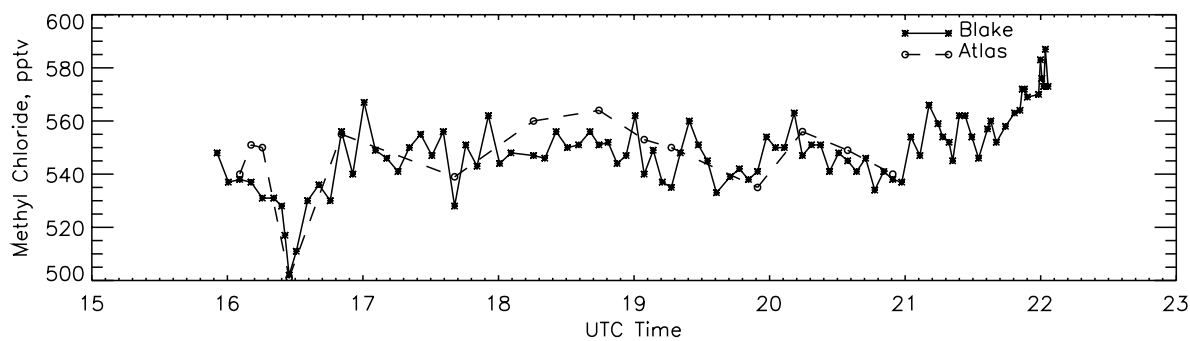
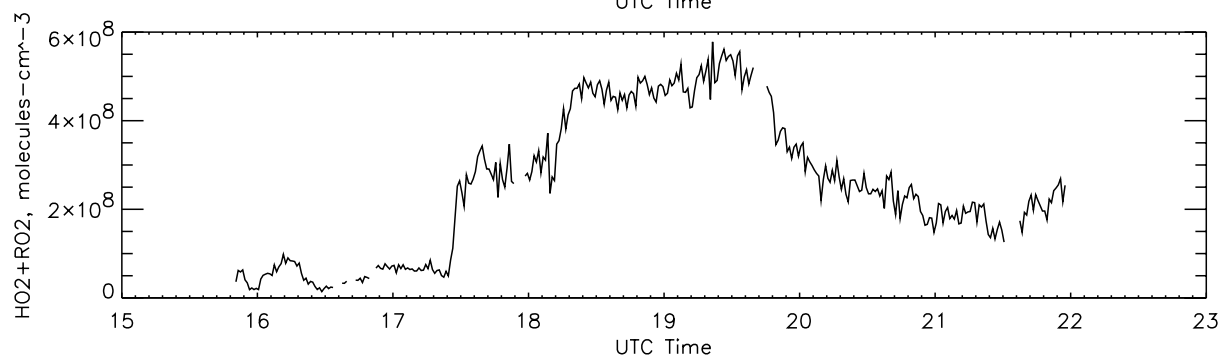
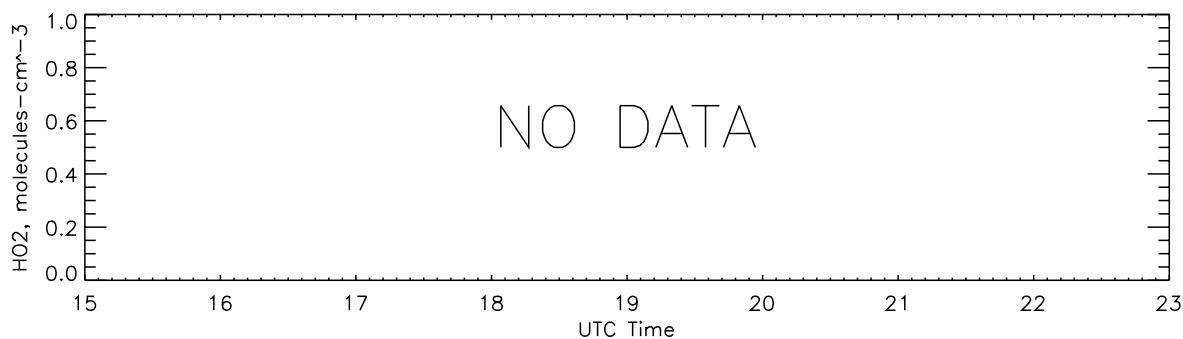
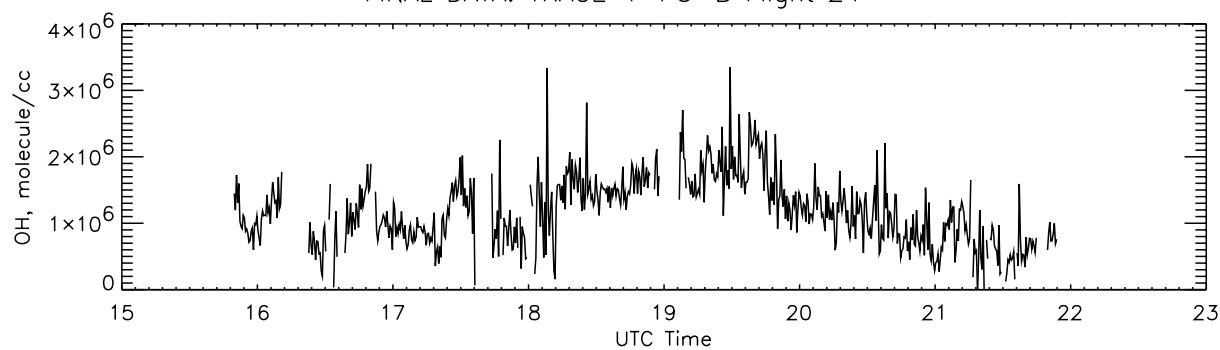
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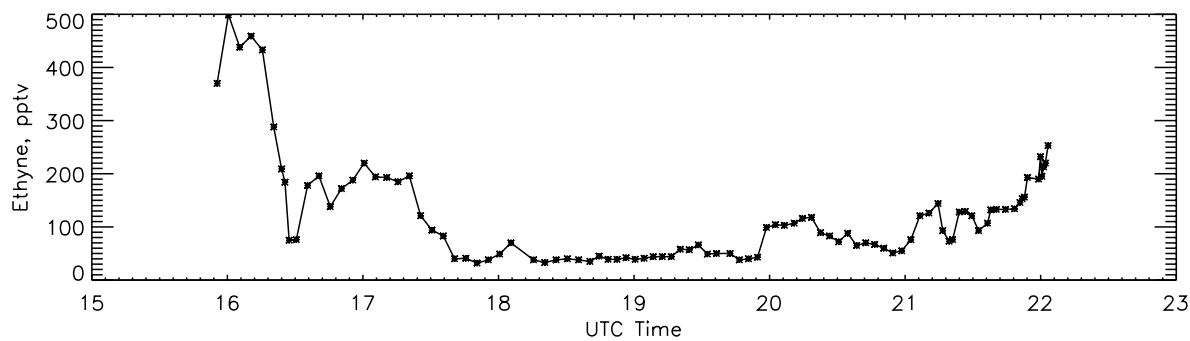
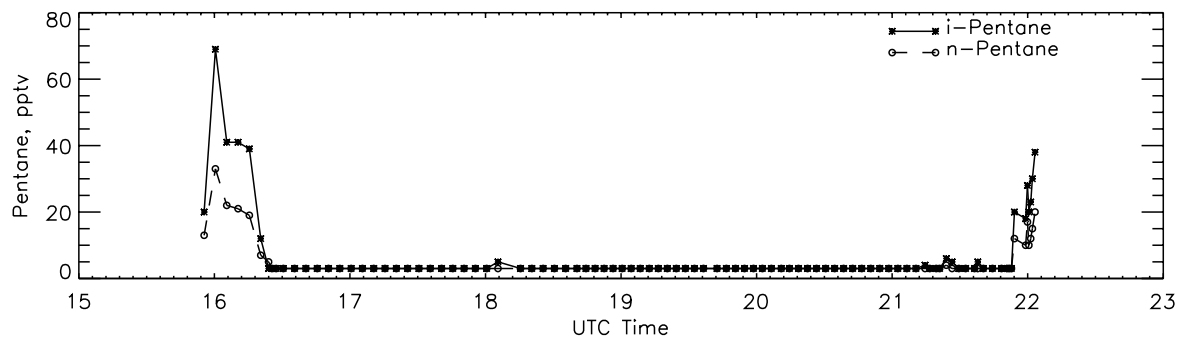
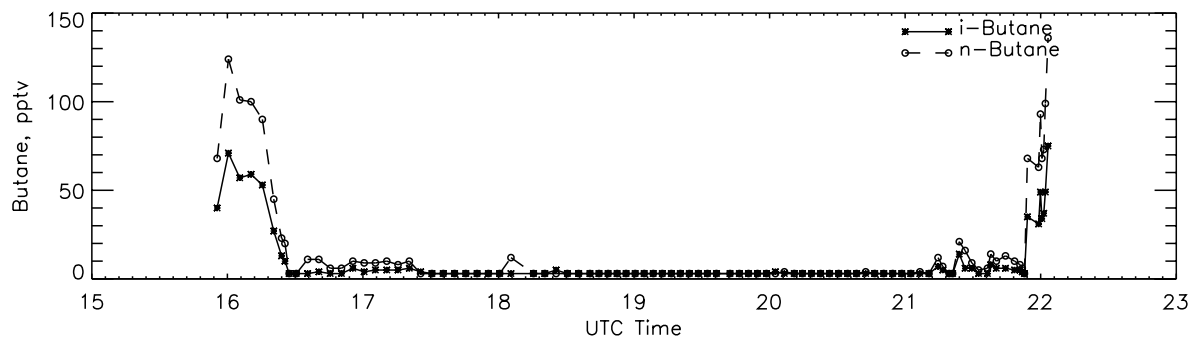
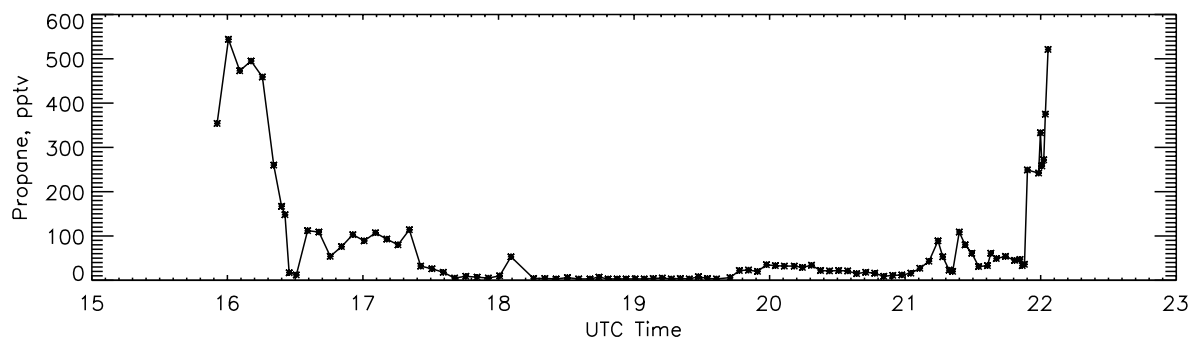
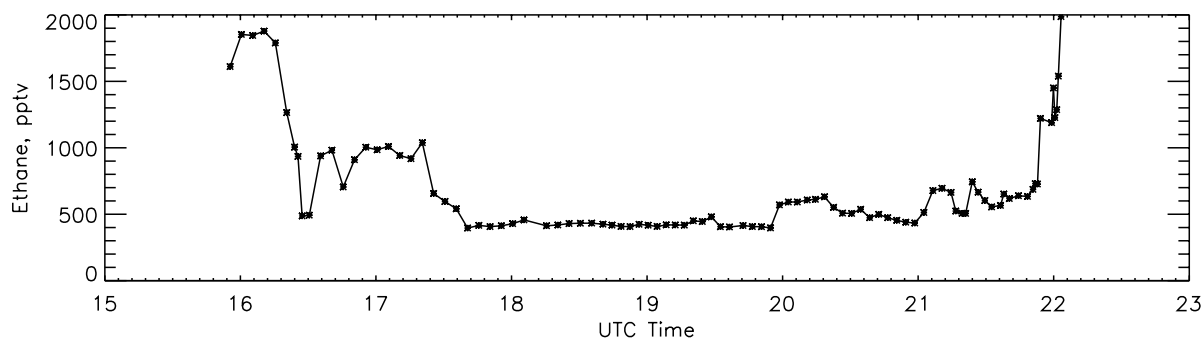
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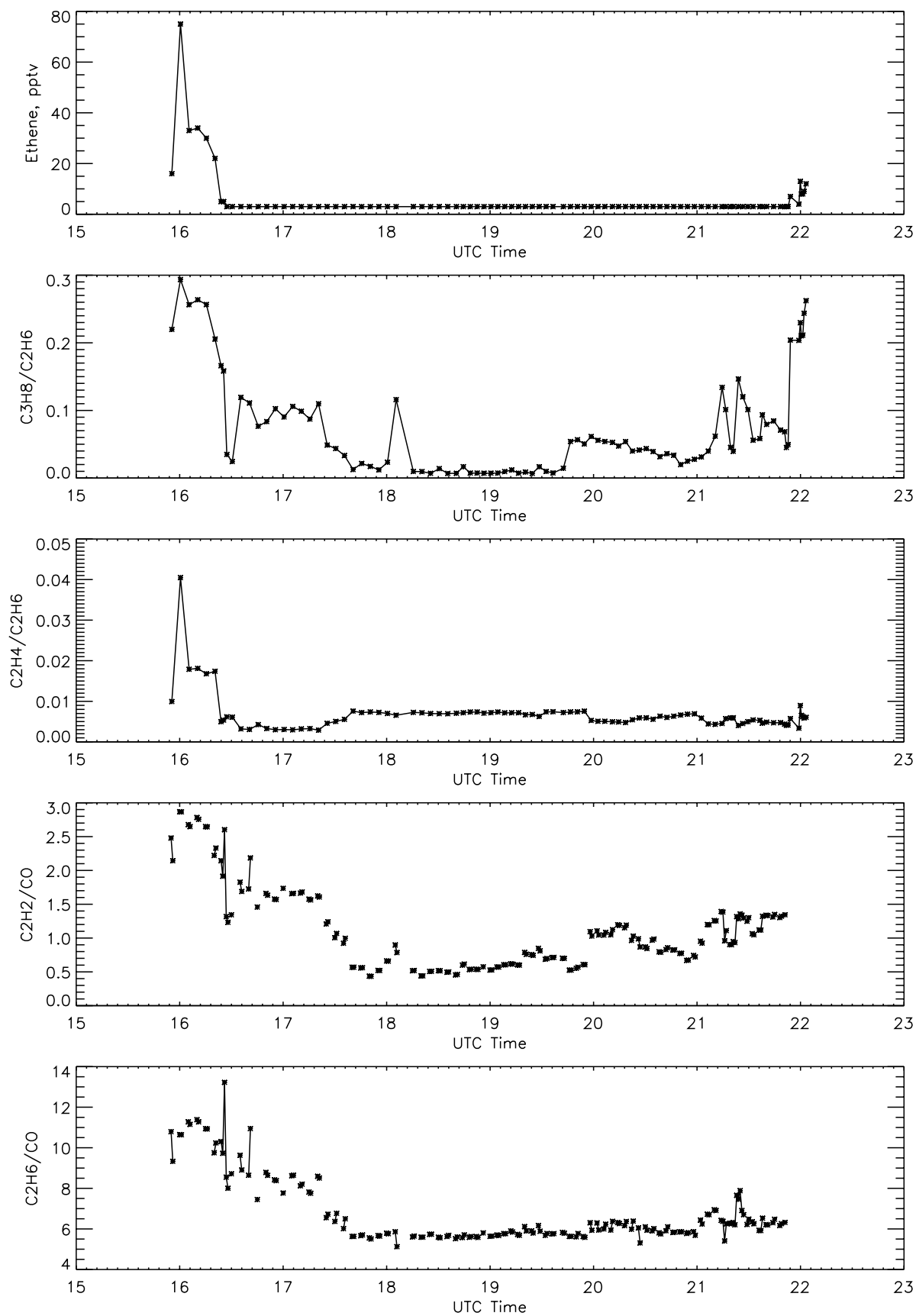
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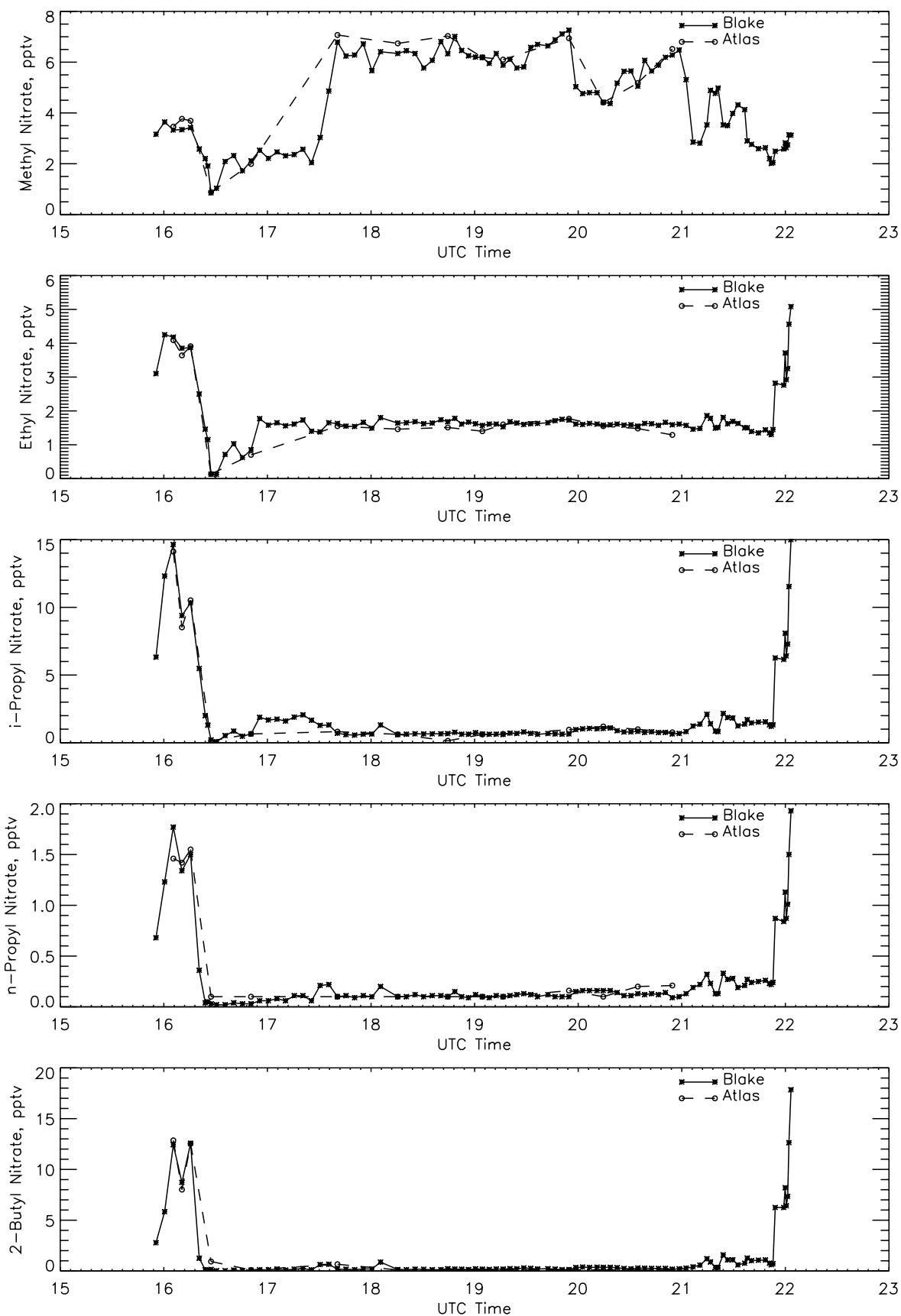
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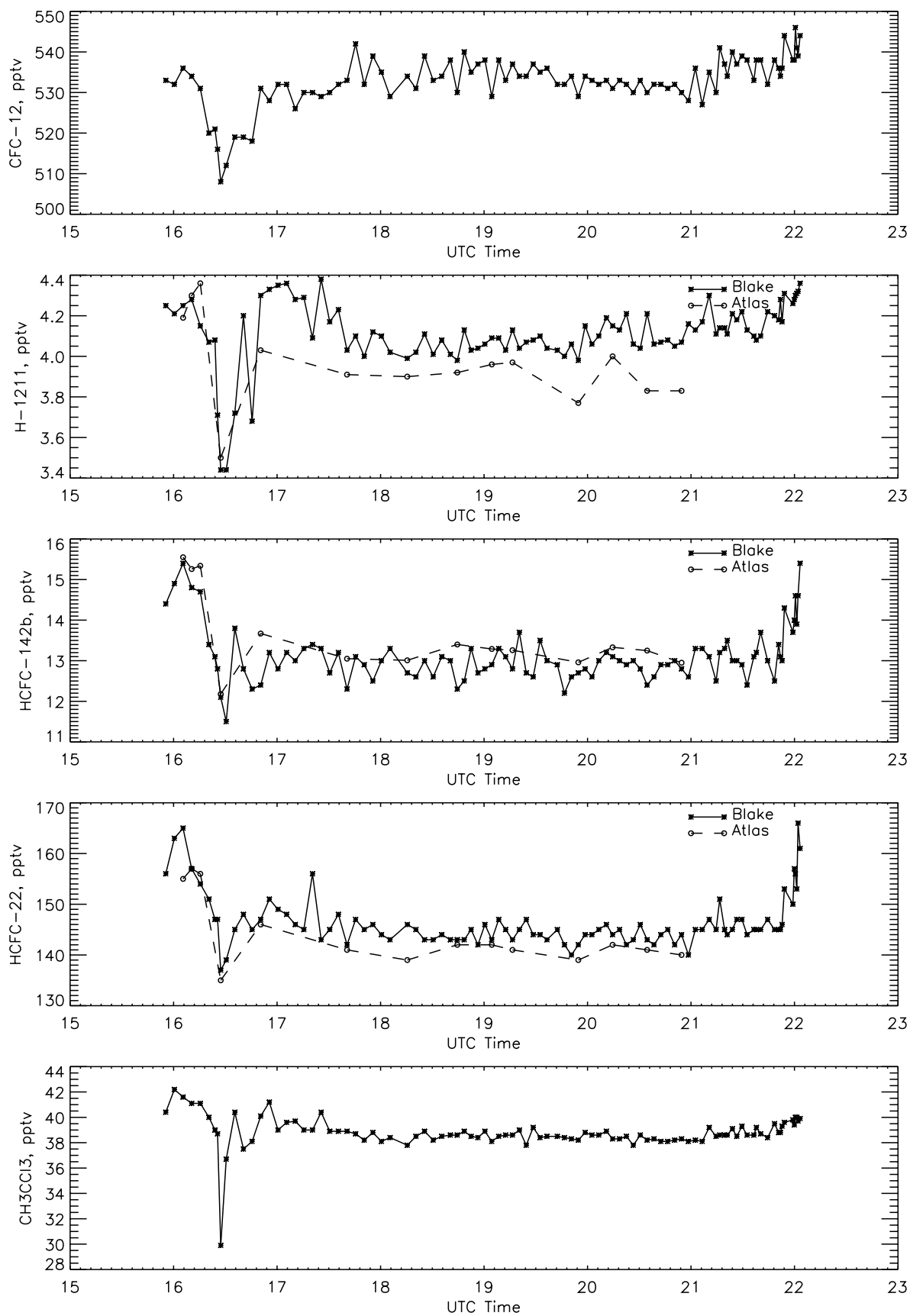
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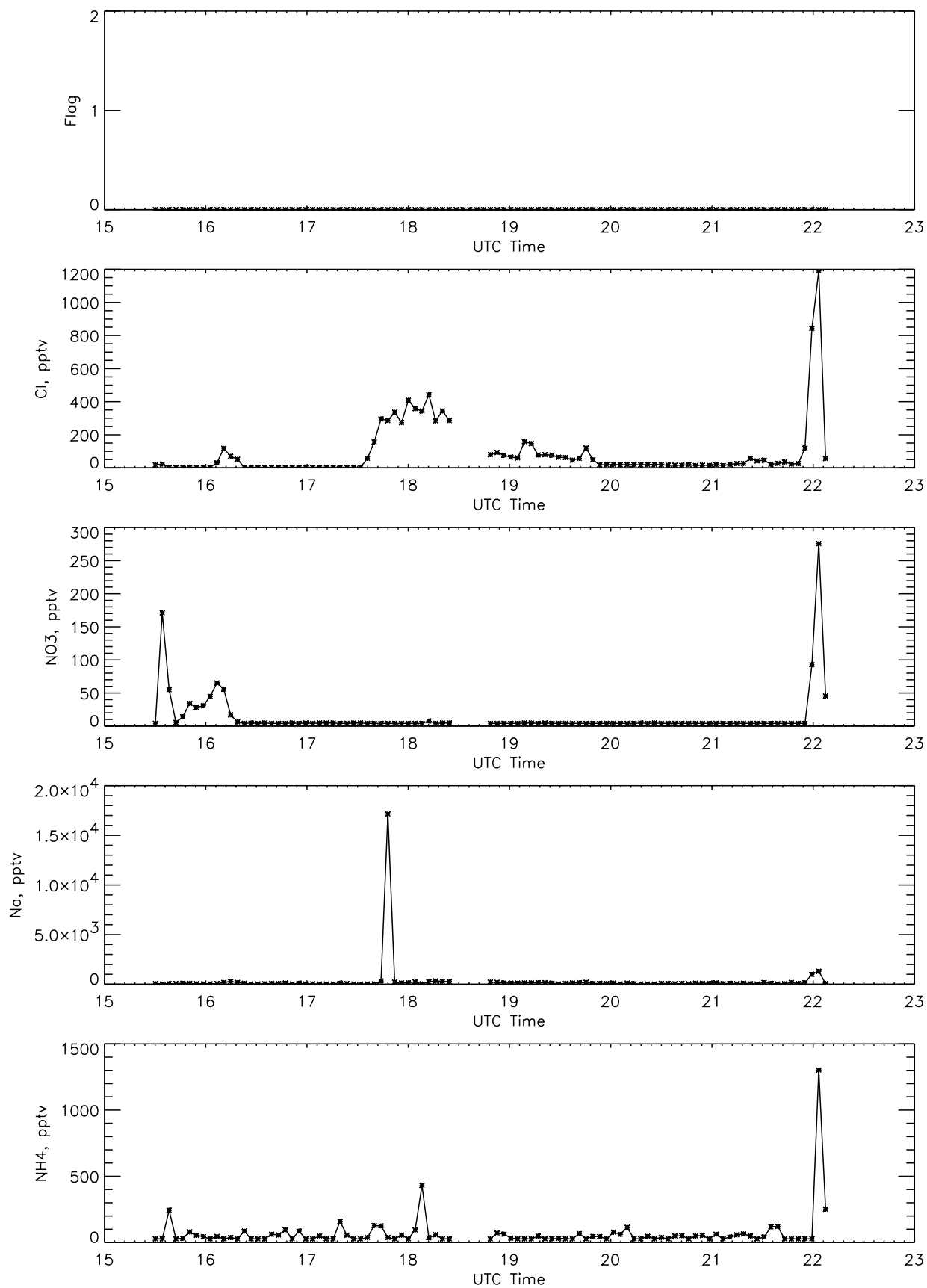
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# FINAL DATA: TRACE-P P3-B Flight 24

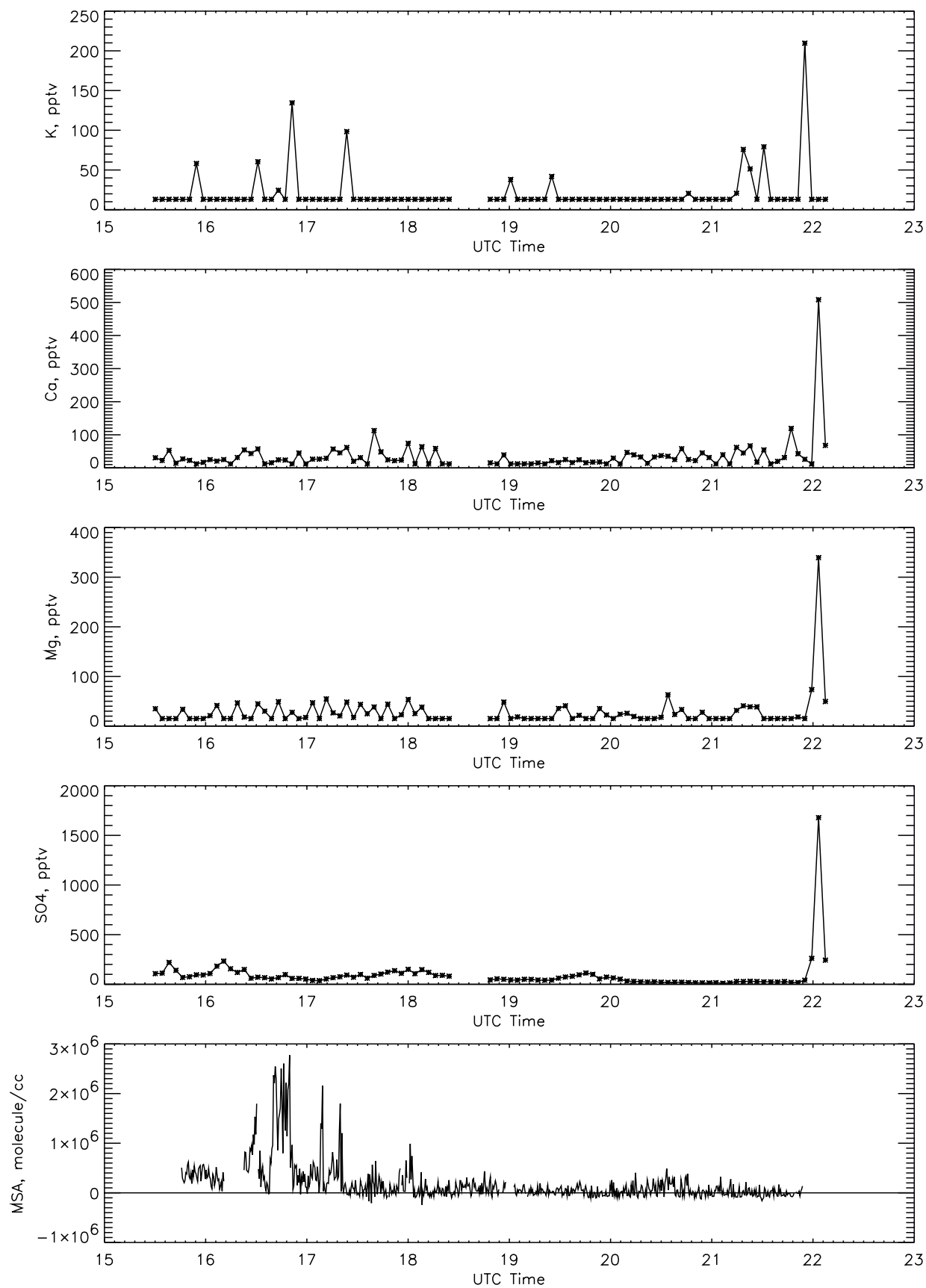


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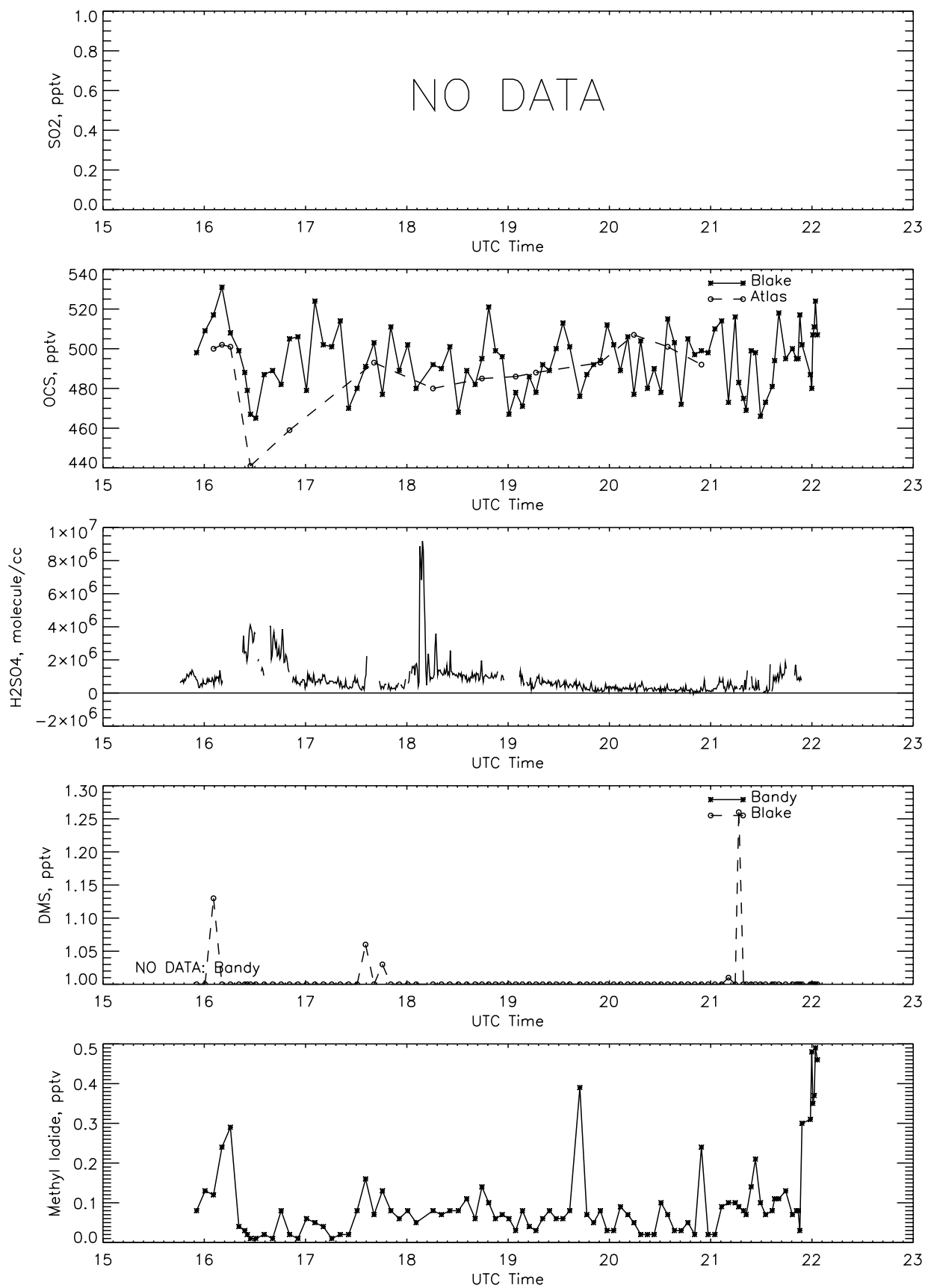




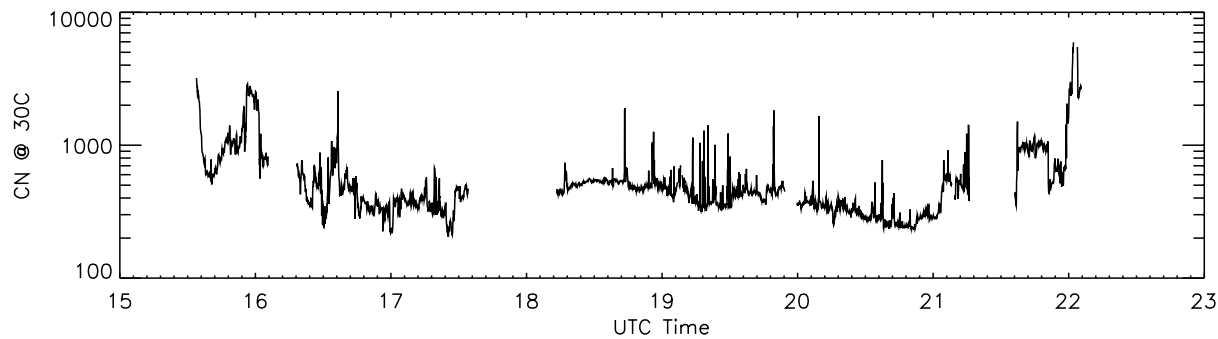
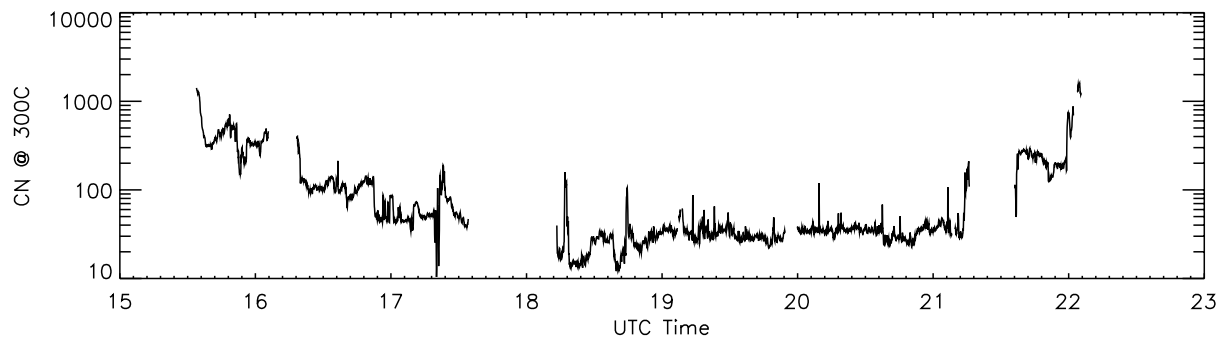
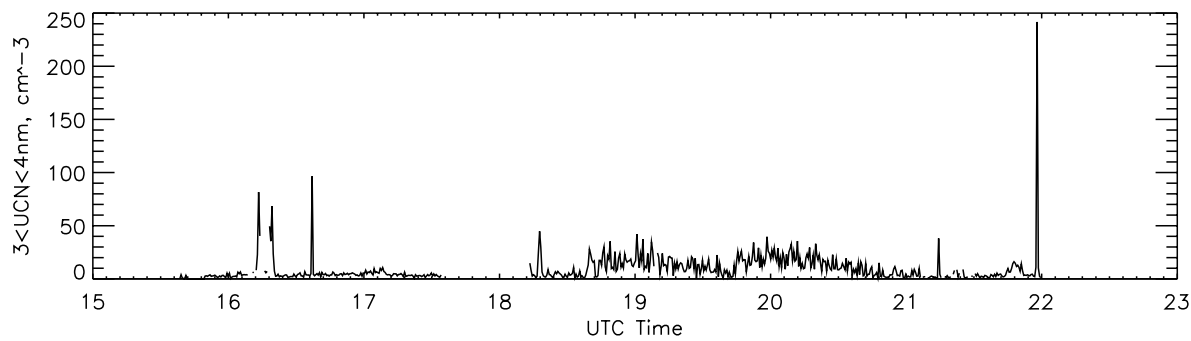
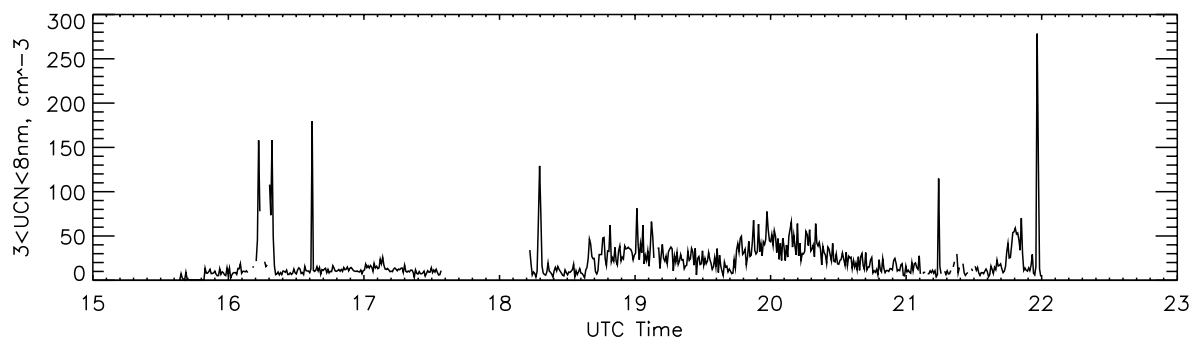
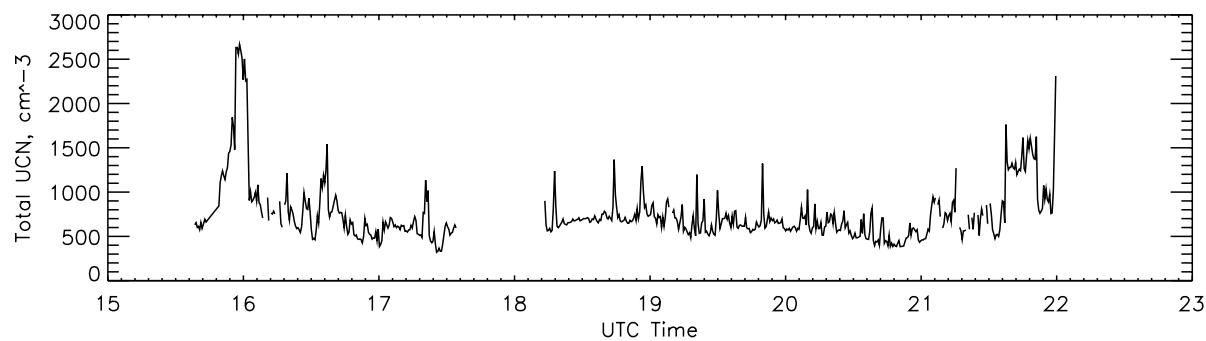
# FINAL DATA: TRACE-P P3-B Flight 24



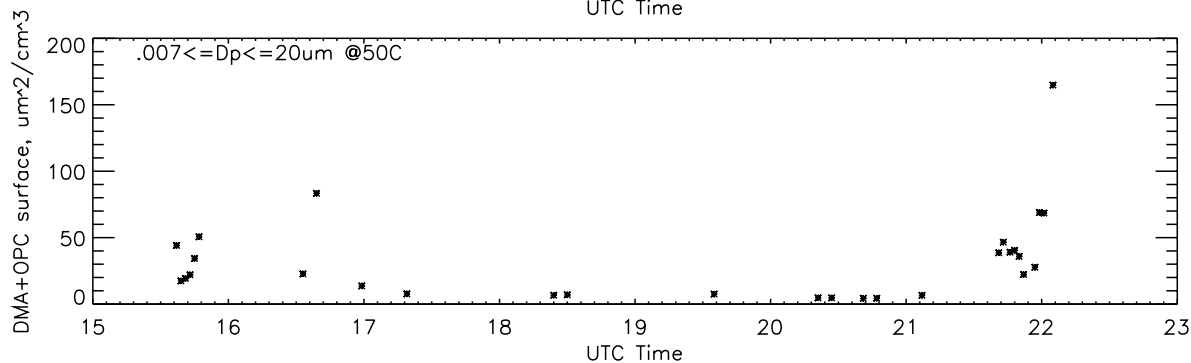
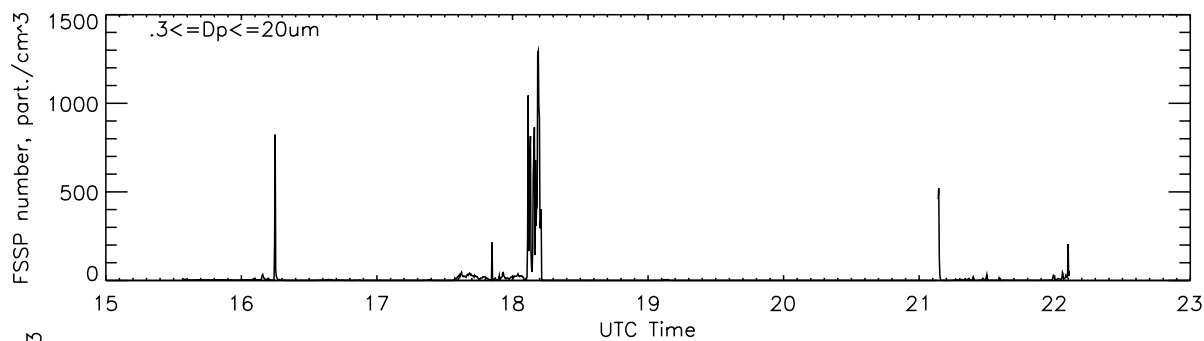
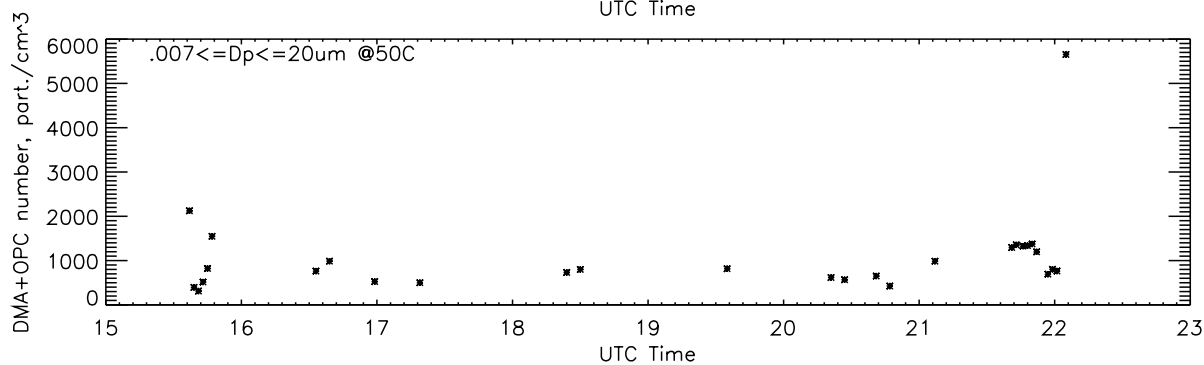
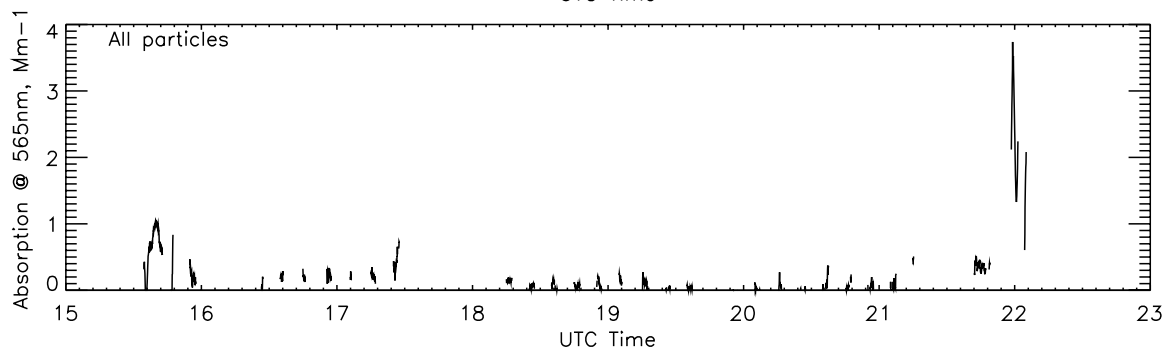
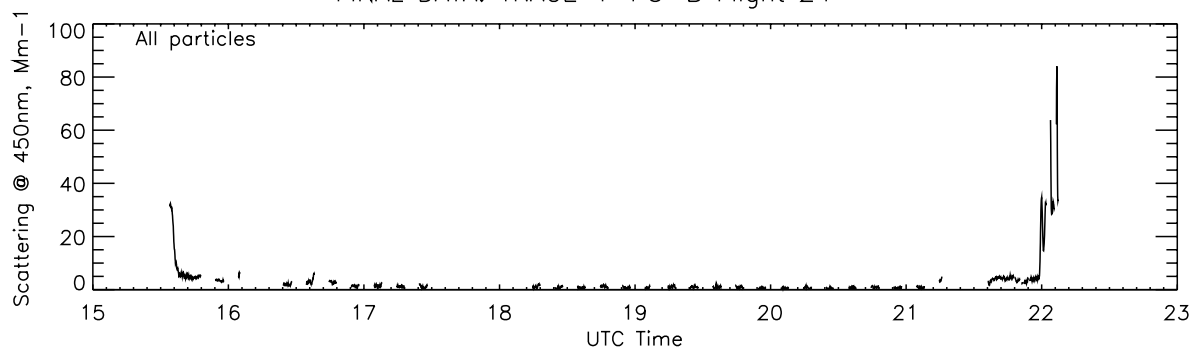
FINAL DATA: TRACE-P P3-B Flight 24



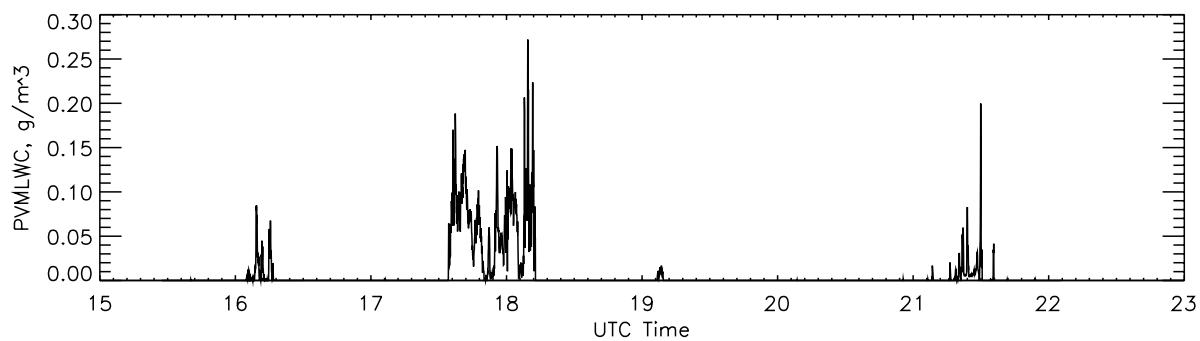
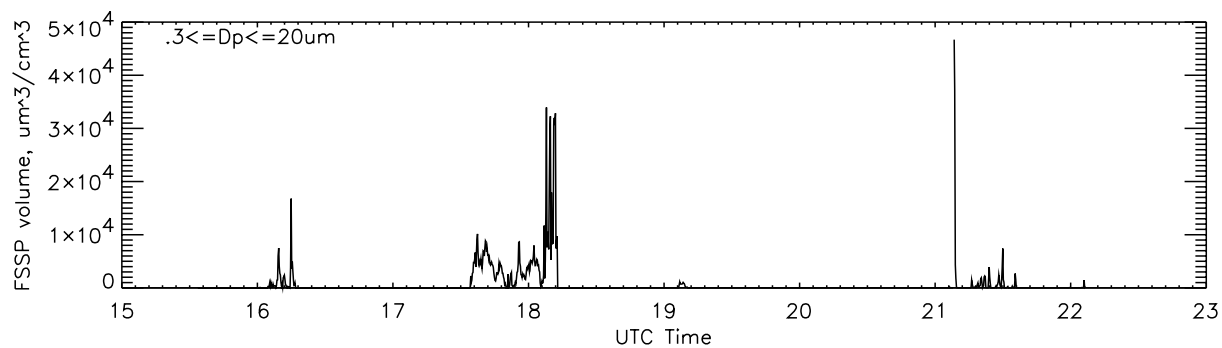
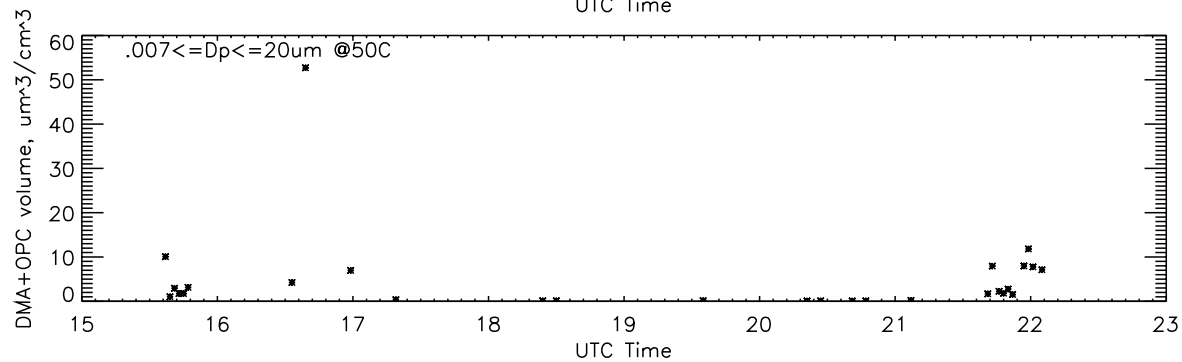
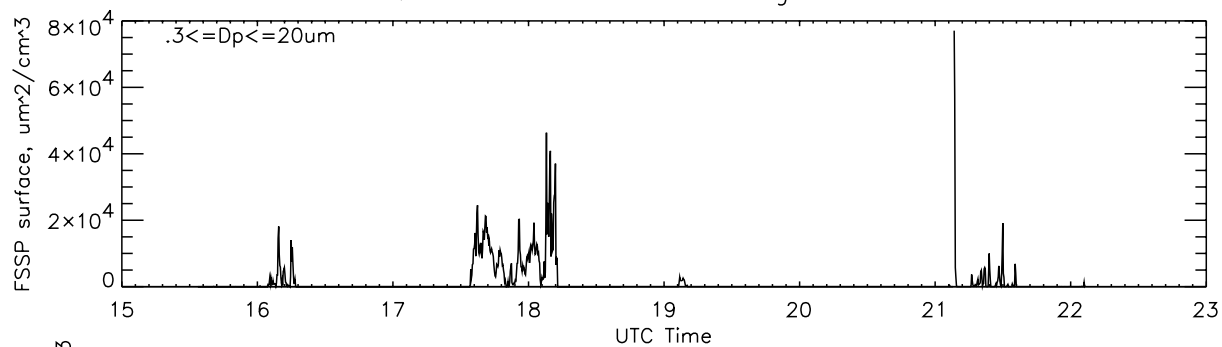
# FINAL DATA: TRACE-P P3-B Flight 24



# FINAL DATA: TRACE-P P3-B Flight 24

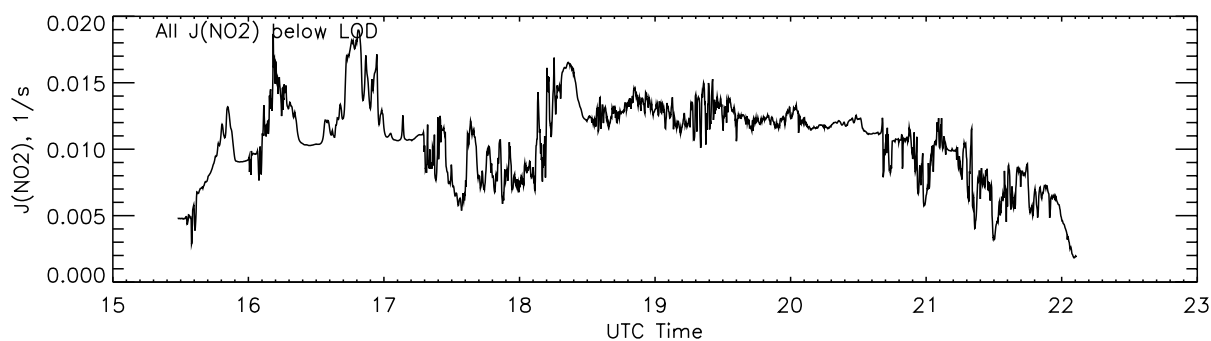
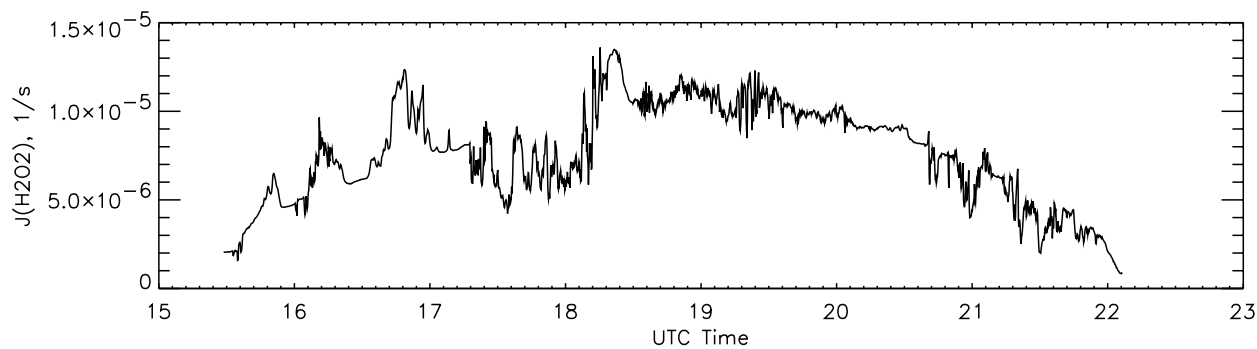
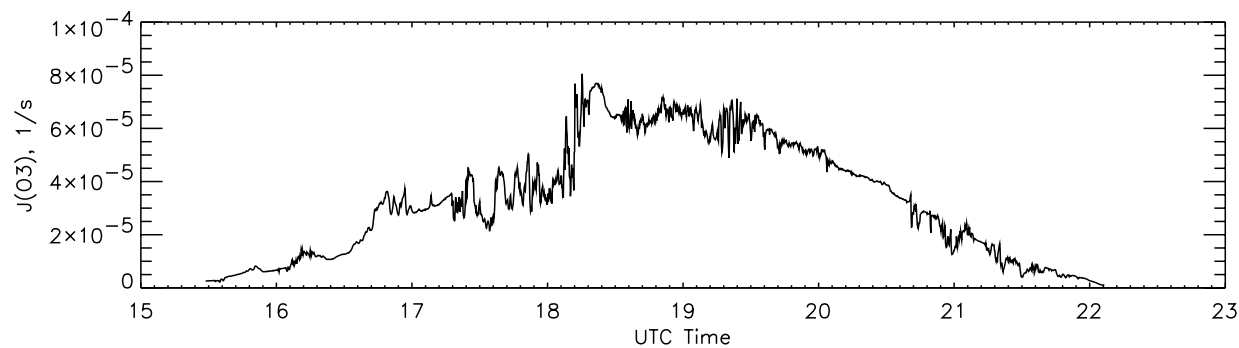
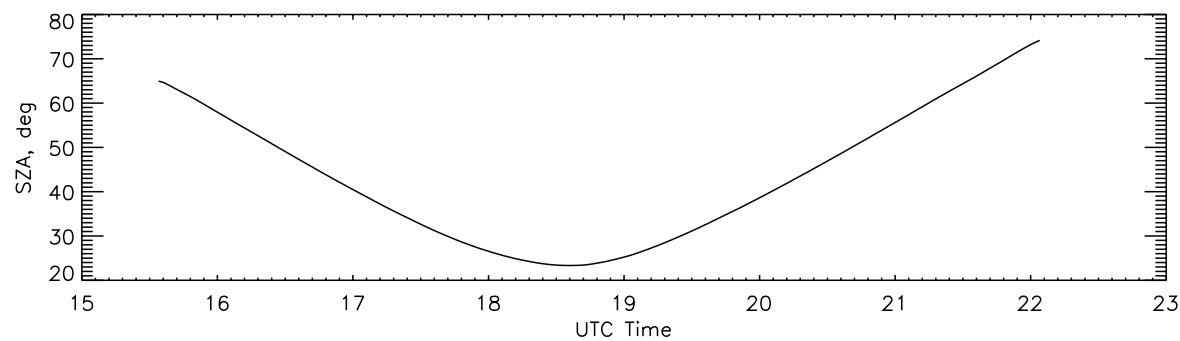
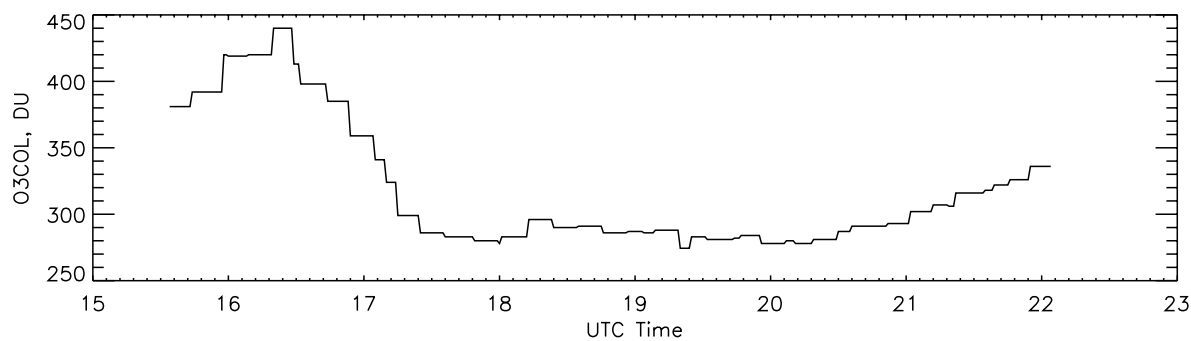


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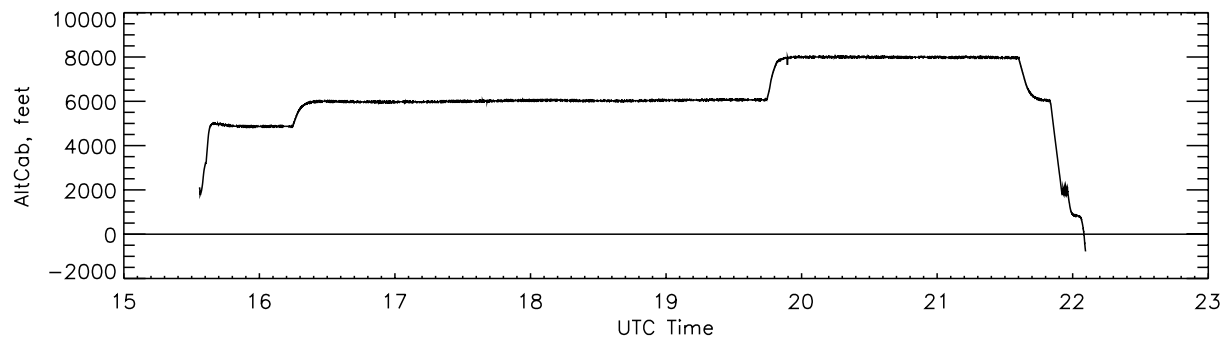
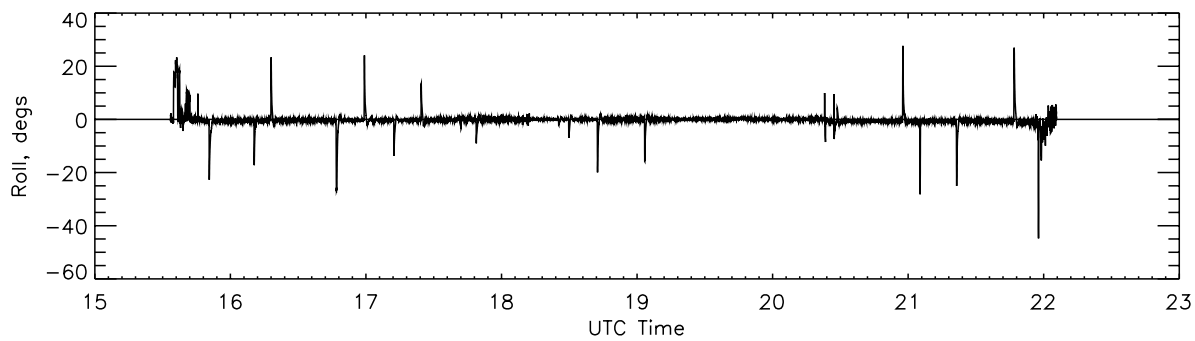
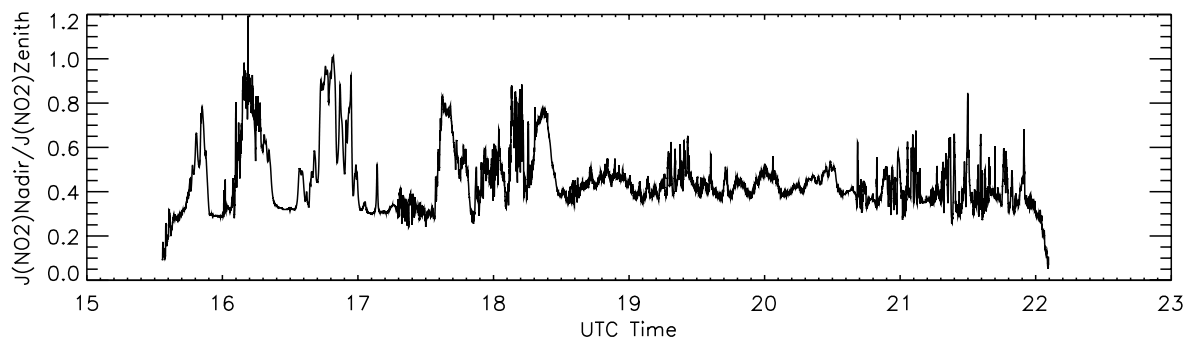
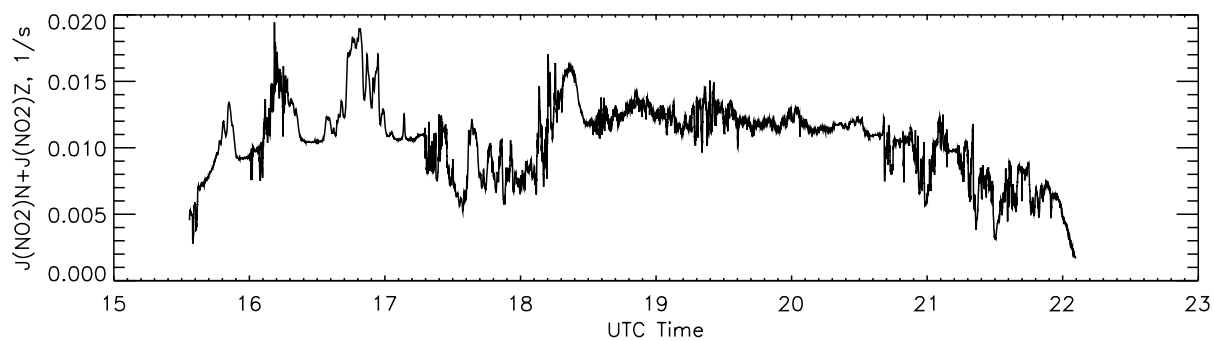


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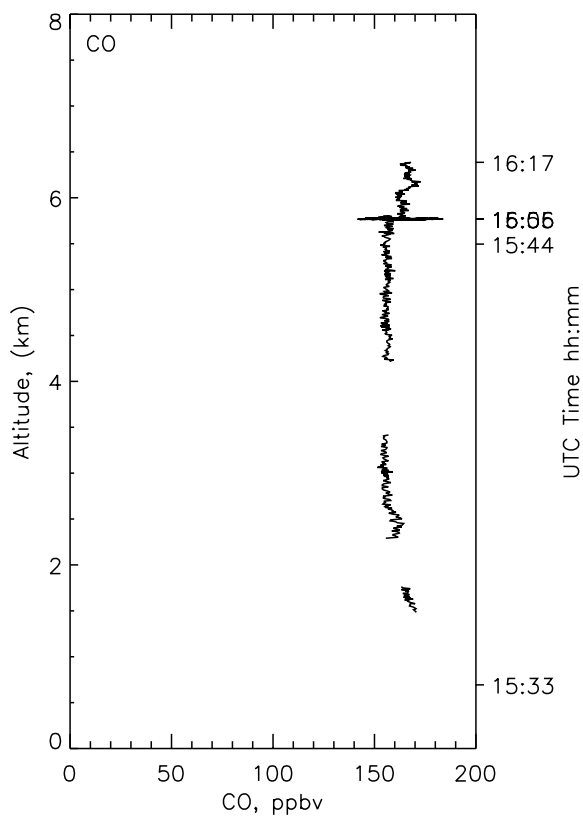
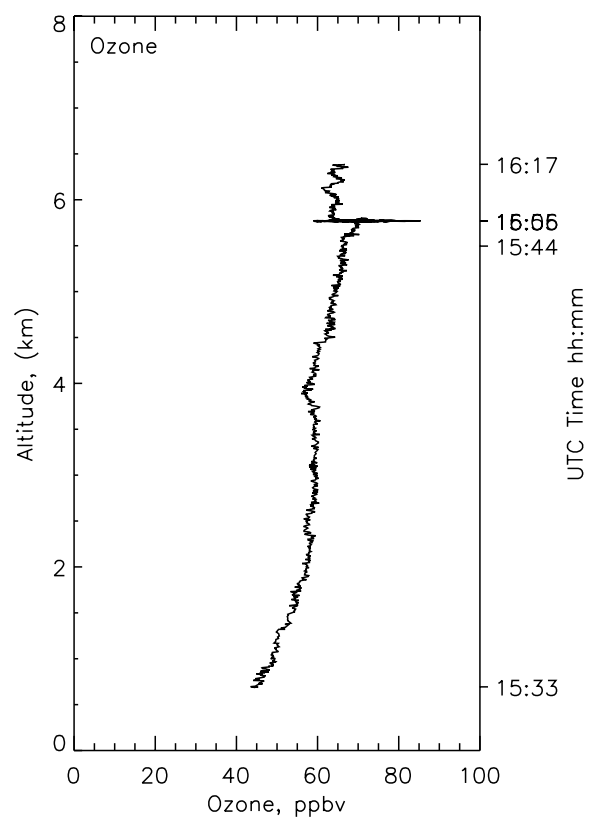
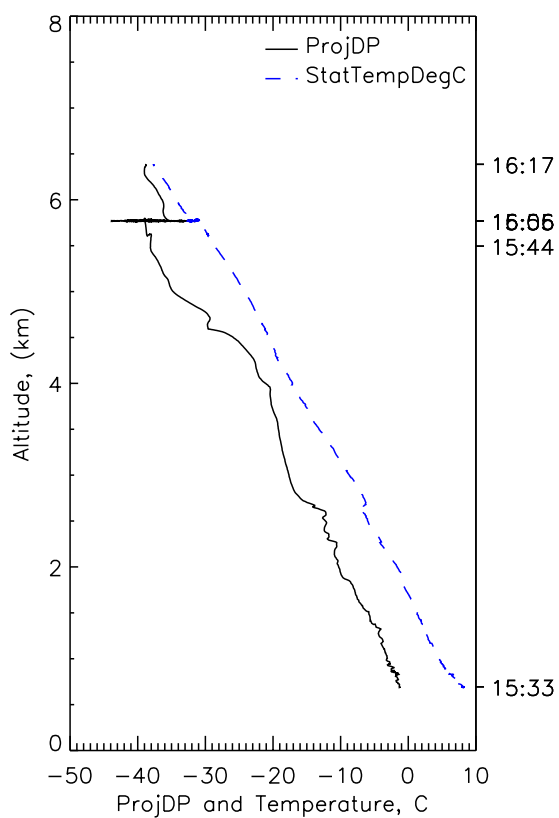
# FINAL DATA: TRACE-P P3-B Flight 24



# FINAL DATA: TRACE-P P3-B Flight 24

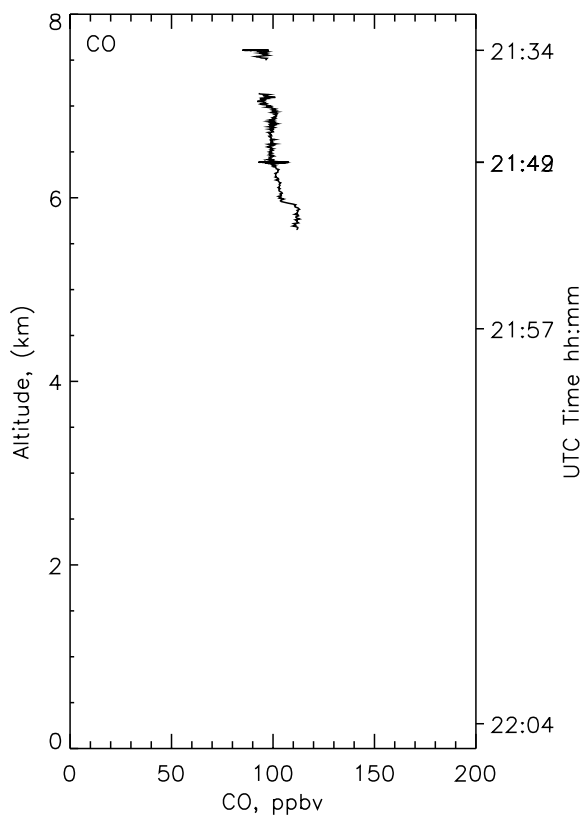
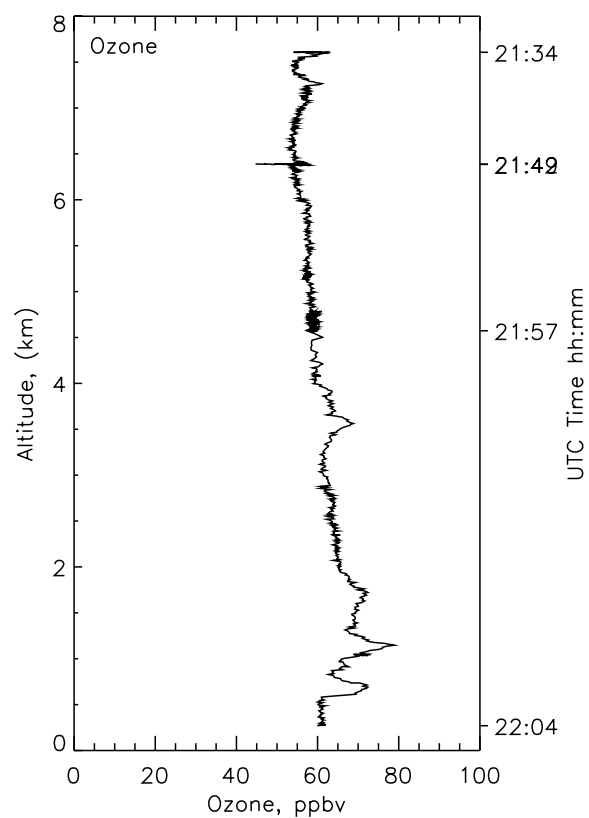
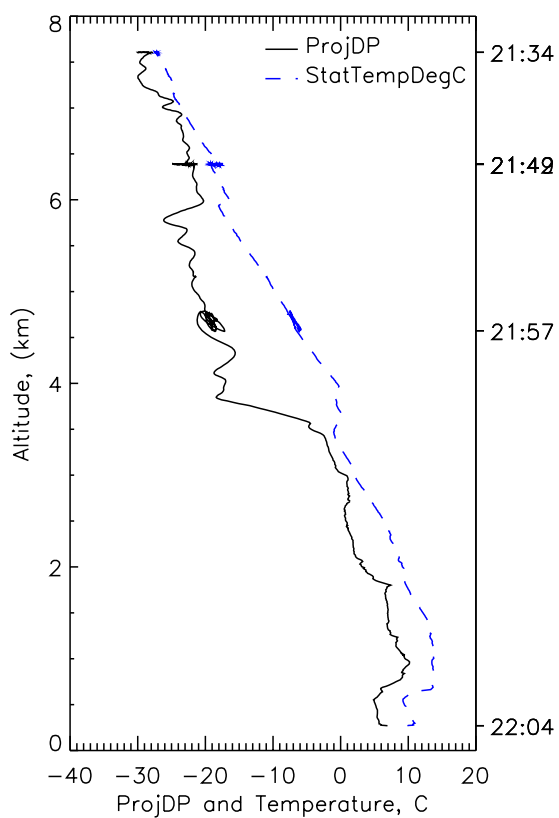


# Profile # 1 TRACE-P P3-B Flight 24





Profile # 2 TRACE-P P3-B Flight 24



## APPENDIX B: LANGLEY ASDC DATA ARCHIVE

### System Description

The Langley Atmospheric Sciences Data Center (ASDC), located at the NASA Langley Research Center in Hampton, Virginia, is responsible for archiving and distributing NASA science data in the areas of radiation budget, clouds, aerosols, and tropospheric chemistry. This ASDC will also archive some of the data sets, which result from the EOS program and other elements of the Earth Science Enterprise. The ASDC data can be accessed and ordered on line through the website:

(<http://eosweb.larc.nasa.gov/index.html>). Users who cannot access the web or who have any questions concerning the Langley ASDC may contact:

Langley ASDC User and Data Services

Mail Stop 157D

NASA Langley Research Center

Hampton, VA 23681-0001

Phone: (757) 864-8656 (M-F 8am–4:30pm, Eastern Time)

FAX: (757) 864-8807

Email: [larc@eos.nasa.gov](mailto:larc@eos.nasa.gov)

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<b>14. ABSTRACT</b> This report provides a compendium of NASA aircraft data that are available from NASA's Global Tropospheric Experiment's (GTE) Transport and Chemical Evolution over the Pacific (TRACE-P) Mission. The broad goal of TRACE-P was to characterize the transit and evolution of the Asian outflow over the western Pacific. Conducted from February 24 through April 10, 2001, TRACE-P integrated airborne, satellite- and ground based observations, as well as forecasts from aerosol and chemistry models. The format of this compendium utilizes data plots (time series) of selected data acquired aboard the NASA/Dryden DC-8 (vol. 1) and NASA/Wallops P- 3B (vol. 2) aircraft during TRACE-P. The purpose of this document is to provide a representation of aircraft data that are available in archived format via NASA Langley's Distributed Active Archive Center (DAAC) and through the GTE Project Office archive. The data format is not intended to support original research/analyses, but to assist the reader in identifying data that are of interest.						
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